APPENDIX O-5:
HISTORIC RESOURCES GROUP, HISTORICAL TREATMENT PLAN, JANUARY 16, 1998

HUGHES INDUSTRIAL HISTORIC DISTRICT

Historic Resource Treatment Plan

VOLUME ONE

prepared for

Playa Capital Company, LLC

prepared by

HISTORIC RESOURCES GROUP

January 16, 1998

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Historic Resource Treatment Plan

VOLUME ONE

prepared for

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CONTENTS

VOLUME ONE

SECTION 4 NEW CONSTRUCTION GUIDELINES

VOLUME TWO

APPENDICES

SECTION 1

INTRODUCTION

SECTION 1

INTRODUCTION

1.1 BACKGROUND

The Hughes Aircraft site at Playa Vista was evaluated in 1991 by the Army Corps of Engineers (the "Army Corps") as eligible for listing in the National Register of Historic Places (the "National Register"). That evaluation was based, in part, on an Historic Property Survey Report prepared by Historic Resources Group. The Army Corps' evaluation was submitted to the California Office of Historic Preservation ("OHP") as part of review of the project under Section 106 of the National Preservation Act of 1966, as amended.

In 1991, the OHP agreed that the site was eligible for listing as a district (the "Hughes Industrial Historic District" or the "District"). That initial review under Section 106 culminated in the execution of a programmatic agreement ("the Programmatic Agreement") among the U. S. Army Corps of Engineers, Los Angeles District ("Corps"), the Advisory Council on Historic Preservation ("ACHP"), and the California State Historic Preservation Officer ("SHPO"). The original developer of the site, Maguire Thomas Partners - Playa Vista (MTP-PV), and representatives of the Local Native American Gabrielino Community signed the Programmatic Agreement as concurring parties.

The Programmatic Agreement requires the preparation this historic resource treatment plan, with its components, attachments and exhibits, for the District (the "Historic Resource Treatment Plan").

MTP-PV is currently planning to use a portion of the District, as well as adjacent land as part of the Playa Vista Entertainment, Media and Technology District ("Playa Vista EMT District"). Refer to Section 1.5 below. The proposed Playa Vista EMT project was considered in the 1995 Determination of Eligibility Report recently submitted by the Army Corps and reviewed by the SHPO. On October 2, 1995, the SHPO concurred with the Army Corps that the District would remain eligible for inclusion in the National Register of Historic Places under Criteria A and B at the statewide level of significance if the Playa Vista EMT project is implemented in accordance with this Historic Resources Treatment Plan.

1.2 USE AND ORGANIZATION OF THE PLAN

The Historic Resource Treatment Plan is designed to be used by those persons actively engaged in overall master planning of the Hughes Industrial Historic District, or in the repair and maintenance of the District contributors, or those involved in the design and construction of new buildings on the site. It is also intended to be used by the SHPO, the Advisory Council and interested parties in understanding the historic significance of District and its components and in evaluating the appropriateness of any treatment of the District or contributors.

This Historic Resource Treatment Plan is designed to be flexible in the way it may be used. Understanding the basic content of each section will aid the user in locating the information relevant to the task at hand. In addition to this *Introduction*, the Plan is organized into four parts:

Description of Historic Resources: This section provides the historic background of the district, a list and description of the contributors, a detailed inventory of each of the contributors, and a summary of the character defining features of the district and its buildings.

Guidelines for Rehabilitation: This section provides guidelines to be used for all maintenance of contributors or any changes made to them. Guidelines are furnished for the purpose of preserving the historic integrity of these structures.

Guidelines for New Construction: This section serves to guide architects in designing compatible new construction in the areas identified as potential sites for new buildings. Adjacent historic structures and spaces provide the design context for new buildings or additions.

Appendices: Appendices provide supplementary detailed information on the contributors as well as additional technical information on recommended preservation practices.

1.3 DESCRIPTION OF THE SITE

The Hughes Industrial Historic District is located between the Westchester Bluffs and Jefferson Boulevard in the western portion of the City of Los Angeles. Historically, the site has been referred to as the "Culver City facility" of Hughes Aircraft, although the area has never been within the municipal boundaries of that city. The existing buildings on the site are located on approximately 57 acres.

The complex is part of a larger tract of land, approximately 1,087 acres, now known as Playa Vista. Much of the remainder of Playa Vista is undeveloped.

Primarily developed between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the Hughes Aircraft Company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

A total of 22 buildings are currently located within the plant site. Of these 22 buildings, 16 buildings have been determined to be contributors to the District. These contributors are described in Section 2, Description of Historic Resources.

1.4 HISTORIC SIGNIFICANCE OF THE DISTRICT

The Hughes Aircraft industrial site was a primary business venue of billionaire industrialist Howard Hughes, Jr., who made significant contributions to two important Southern California industries -- motion picture production and aviation. He was responsible for several technological advancements, including the design and construction of the flying boat known as the Spruce Goose, instrumental in the development of jumbo aircraft.

The company that Hughes founded at the site to pursue his interests in aviation was, at first, an enormously inventive but financially unsuccessful business. Over the years its commitment to innovation and creative research never wavered and this led to its becoming a giant in the aviation and aerospace industries. Post-War research at Hughes Aircraft laid the groundwork for the nascent aerospace industry and established Southern California as the center for this new technology.

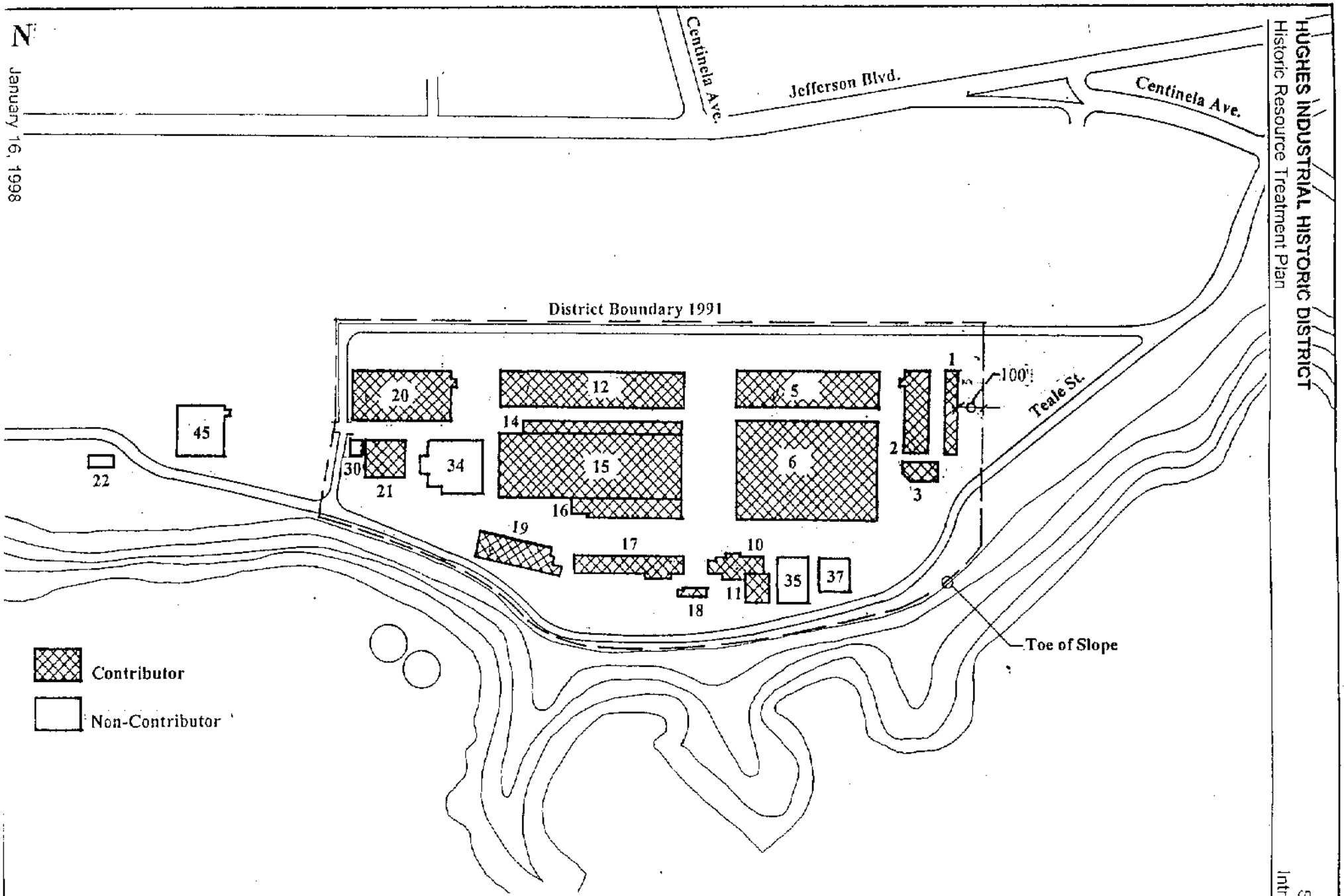
The Hughes Aircraft Company site stands as a tribute both to the inventive nature of its founder and the rich history of the company that sparked the aerospace industry and helped change the face of the Southern California economy.

The historic significance of the District is analyzed in Section 2, Description of Historic Resources and the 1995 Determination of Eligibility report.

1.5 ENTERTAINMENT, MEDIA AND TECHNOLOGY DISTRICT

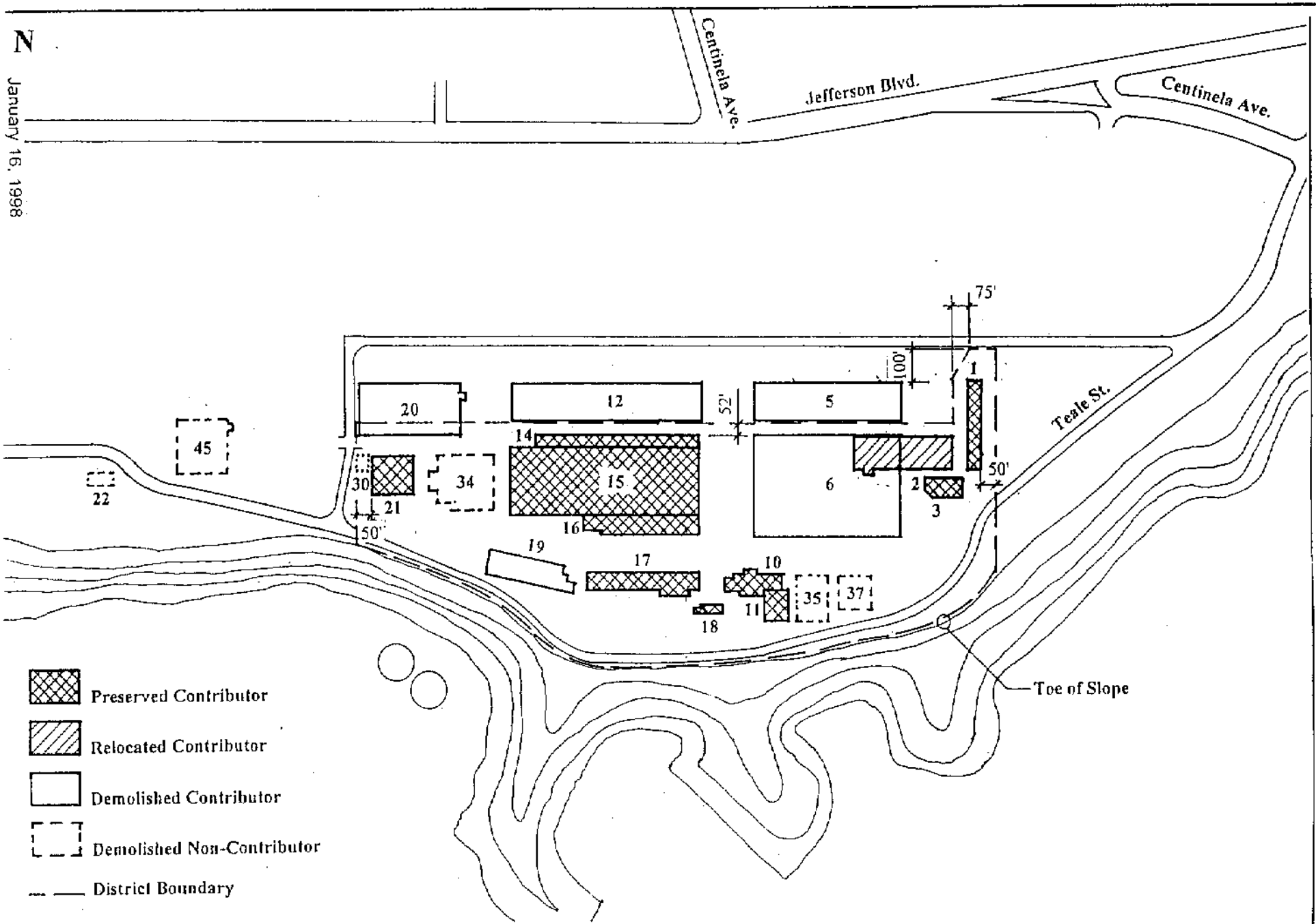
A portion of the Playa Vista Entertainment, Media and Technology District, approximately 56.9 acres, is located on the existing Hughes Aircraft Company plant site. The proposed project would involve the subdivision of the existing plant site which includes 1.9 million square feet of permitted density. Of this permitted density, 1.6 million square feet is existing floor area and 300,000 square feet is space demolished in the mid-1980s. This project component would reconfigure the existing permitted density into a studio/media use. The project would also involve the construction of sound stages, studio support, and entertainment office facilities. New construction within the Hughes Industrial Historic District and the transition zone shall comply with those aspects of the Secretary of the Interior's Standards for Rehabilitation that address the new construction and will comply with this Historic Resource Treatment Plan's New Construction Guidelines. Refer to Section 4 below.

Of the 16 contributing buildings, 11 are to be preserved and reused for offices and studio support, while five are proposed for demolition. A total of 568,706 square feet of floor area is contained within the 11 buildings to be preserved. The rehabilitation of preserved contributors will conform with the Secretary of the Interior's Standards for Rehabilitation and will comply with this Historic Resource Treatment Plan's Rehabilitation Guidelines. Refer to Section 3 below.

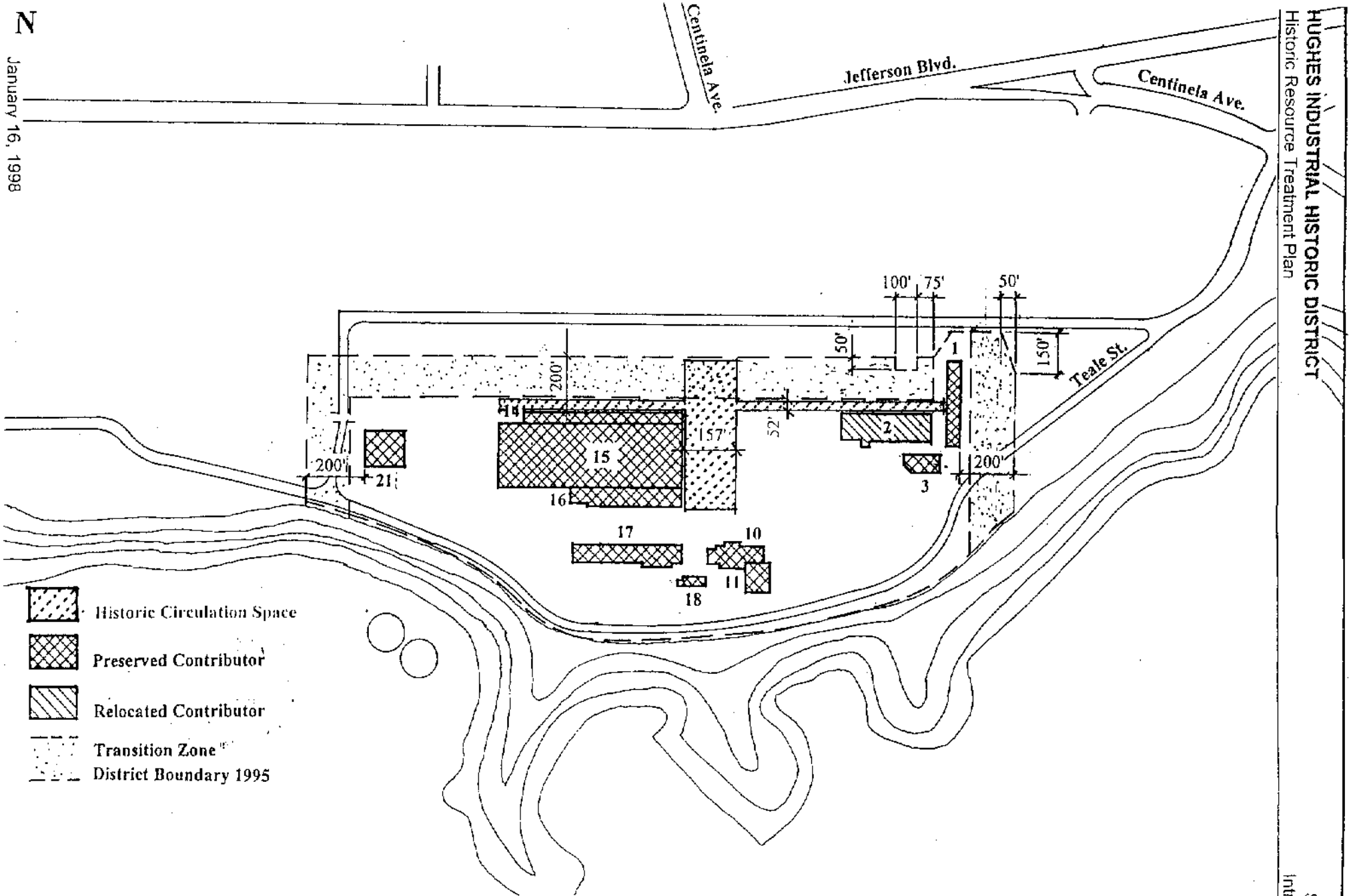


PLAYA VISTA: HUGHES INDUSTRIAL HISTORIC DISTRICT

FIGURE A: District Boundary & Contributors, 1991



PLAYA VISTA: HUGHES INDUSTRIAL HISTORIC DISTRICT
FIGURE B: Revised District Boundary & Preserved Contributors



PLAYA VISTA: HUGHES INDUSTRIAL HISTORIC DISTRICT

FIGURE C: Transition Zone

SECTION 2

DESCRIPTION OF HISTORIC RESOURCES

SECTION 2

DESCRIPTION OF HISTORIC RESOURCES

2.1 HISTORIC CONTEXTS OF THE DISTRICT

Howard Hughes

Howard Hughes, Jr. inherited his father's fortune and company, Hughes Tool, in 1924, when he was eighteen years old. The Texas-based Hughes Tool Company was founded to produce innovative oil drilling equipment which the senior Hughes had invented. Howard Jr. inherited his father's interest in and acumen for invention of new technologies, as his chosen endeavors would soon prove. His interests in film making and aviation would become the focus of most of his adult life.

After his mother died in 1922, he and his father moved to Los Angeles, where his uncle Rupert Hughes had become an established writer and director in the motion picture industry. In just a few years, Hughes became a successful Hollywood producer. His first endeavor in the movie industry was as producer for a film called *Swell Hogan*, an unsuccessful film that was never released. His next venture was more successful. *Everybody's Acting*, directed by renowned director Marshall Neilan, was released to critical acclaim and strong box office sales. Pleased by this success, Hughes decided to make a commitment to Hollywood. He moved from his temporary home at the Ambassador Hotel to a house he bought in Hancock Park, a fashionable suburb located south of Hollywood and north of Wilshire Boulevard. Along with other producers, writers and agents, he set-up offices in the Taft Building at the corner of Hollywood and Vine. His next film, *Two Arabian Knights*, a comedy directed by Lewis Milestone, received an Oscar for best picture in 1928.

Soon his inventive nature and desire for perfection led him to look for a more hands on approach to film making. After two directors working on his next film quit, Hughes tried his hand at directing for the first time. The movie, *Hell's Angels*, was a story about the British Royal Air Force, and it fed Hughes' passion for airplanes and flying. The movie took years to complete and established Hughes' reputation as highly creative, eccentric and obsessive. Insisting on making the film as realistic as possible, he set up highly risky shots for the outdoor aviation scenes. Three actors were killed in the process. Against the advice of the rest of the company, Hughes himself insisted on flying during film shooting, crashed his plane, and sustained serious injuries. The accident put *Hell's Angels* months behind schedule. The film was originally shot as a silent picture, but by 1929 sound had become standard. Hughes dubbed in as much sound as he could, re-shot several scenes and added new footage. He hired unknown actress Jean Harlow for the talking sequences. The following year, the film opened in Hollywood to a media blitz -- airplanes buzzed over Graumann's Chinese Theater, and stunt men parachuted onto Hollywood Boulevard. Hughes had spent four million dollars on *Hell's Angels*, a record for the time, and it was expected to fail. However, the public loved the spectacle of the film, the publicity associated with it and the glamorous new Jean Harlow. The film grossed twice the production costs. Hughes had hit on his formula for success: inventive action, beautiful actresses and minimal plot.

He produced several other films over the next decades, including the controversial *Scarface* and *The Outlaw.* He successfully fought the Hollywood censors, producing some of the raciest footage of the time, and launching the careers of sex symbols such as Jane Russell. As an independent producer, Hughes made films under the names of Multicolor Ltd., California Pictures and Hughes Productions. He acquired controlling interest in RKO Studios in Hollywood in 1948. When Hughes sold RKO in 1955 for twenty five million dollars, it was the largest cash deal in the movie industry of the time.

His interests and inventions, however, were not limited to movie making. He became an accomplished airplane pilot, setting many speed records. In 1932, he founded Hughes Aircraft Company. During the next twenty-five years, Hughes would divide his time between film production, his aviation company and his other financial interests.

An outlet for his creative energies, Hughes built Hughes Aircraft into a company that thrived on innovation and experimentation. This atmosphere led the firm to develop important new aviation technologies and several extraordinary inventions such as the flying boat. Hughes Aircraft would go on to become one of the giants in the Southern California based aircraft and aerospace industries.

After several professional and personal failures -- including the loss of control of Hughes Aircraft Company and the near bankruptcy of Trans World Airlines, Hughes suffered a serious mental breakdown in the late 1950s. He went into seclusion, refused to see anyone except his closest aides and became increasingly paranoid.

His reputation as a maverick inventor, aviation hero and movie maker helped make Hughes the most famous and eccentric billionaire in American history. He died while traveling to Mexico in 1976.

Development of Hughes Aircraft Company

Howard Hughes was intensely passionate about aviation racing, and it was primarily to pursue this interest that he founded the Hughes Aircraft Company in 1932, as a subsidiary of Hughes Tool Company. Its first base of operations was a rented hangar in Burbank. When more space was needed, he set up additional operations at the Grand Central Terminal in Glendale. It was in Glendale that the design and development work on Hughes' own racer, the H-1, was carried out. The H-1 was the first of Hughes' aviation experiments, with innovations including a shortened wingspan, retractable landing gear and a body with flush rivets. In 1935, flying the H-1, he set a speed record of 352 miles per hour. It was but one of a number of aviation feats that Hughes would achieve.

On July 10, 1938 at 7:20 am, Hughes and a crew of four took off from the New York World's Fair grounds for a round-the-world flight. Sixteen hours after leaving the ground, the plane landed in Paris, arriving in half the time that Charles Lindbergh's famous flight had taken ten years previously. After a total of three days, nineteen hours and seventeen minutes, Hughes and his crew arrived back in New York City, breaking all records for round-the-world flights by far.

These achievements gave Hughes the ability to compete for government contracts to finance his aviation experiments at Hughes Aircraft. Though showing interest in his projects, the Air Force was somewhat skeptical of this fledgling company and its maverick leader.

However, the developing war in Europe and the increasing likelihood of U.S. intervention created a boom for aircraft manufacturers in the late 1930s. In 1939, the Air Force set a production goal for the aircraft industry of 5,500 military planes a year, then raised it to 10,000 a few months later. The following spring, President Franklin D. Roosevelt called on the industry to produce 50,000 planes a year.

Hughes Aircraft began research and production on the D-2 medium range bomber. This aircraft was designed to have a record-breaking speed of 450 miles per hour, hold a crew of five, and would be constructed of plywood. Despite the fact that he lacked a signed government contract for the equipment, Hughes was confident that the D-2 would put Hughes Aircraft Company on the military aviation map.

Culver City Facility

In order to complete development and production of the experimental D-2 plane, Hughes began buying up farmland on the edge of Culver City in 1940 for the construction of a larger facility. On July 4, 1941, Hughes Aircraft moved into its new facility, a complex that would eventually grow to 1,300 acres. In constructing the site, Hughes had invested millions of dollars in his young company and its experimental aircraft.

> Hughes had spared no expense. There were new drafting tables, engineering lofts, blueprint and duplicating machines. There was a laboratory for testing glues and resins, and an emergency power generating plant. Shops were equipped with the most modern machine tools and they had constructed a 9,000 foot long airway -- the largest private airstrip in the world. (Barlett and Steele: page 88)

Research and experimentation on the D-2 continued after the U.S. entered the War in 1941 and it was to eventually become a highly innovative photo-reconnaissance plane.

Development of the H-K 1 (the Spruce Goose)

In the first nine months of U.S. involvement in the War, over 500 Allied ships were sunk by Axis submarines. As fast as American manufacturers were producing ships, they were being destroyed by enemy torpedoes in the Atlantic. By the end of 1942, the American public was deeply concerned about the depletion of U.S. naval power. Public enthusiasm was growing for new technology to circumvent the Axis submarines.

Henry J. Kaiser, owner of an Oakland based ship manufacturing company, began making public appearances to elicit support for his solution to the problem: an aerial freighter, otherwise known as a "flying boat." Such a freighter could carry massive amounts of military personnel and goods across the Atlantic without being vulnerable to torpedo attack. The American public's imagination was soon fixed on the potential for this new technology, but the military and the aircraft industry had serious doubts.

With the support of the American public behind him, Kaiser convinced the government to fund his project. In September of 1942, Kaiser went looking for an aircraft manufacturer to work with him on development of the flying boat. He admired Hughes reputation as a maverick inventor and appreciated the experimental work that was being conducted in Culver City. Soon Kaiser had an agreement with Howard Hughes. At last Hughes Aircraft signed a government contract, designating the company as the primary contractor for the design and production of three prototypes of flying boats. The eighteen million dollar contract dictated that no profit could be made from the project, engineers could not be taken away from other more critical war related work, and that the planes were to be constructed of wood.

Hughes assured the government that his company would have no problem meeting the ten month deadline for delivery of the planes, but worried privately that there was not enough time to produce even one prototype. Because of his perfectionist nature, research and development on the H-K 1 were slow. The ten month deadline passed, and soon after, Kaiser withdrew his support. Hughes put seven million dollars of his own money and threw the energies of his company into the project. Eighteen months after signing the contract, Hughes Aircraft had not delivered one plane to the government. Their contract was canceled.

Hughes continued his obsession with the flying boat, now called the "Spruce Goose." Workers at Hughes soon came to refer to the plane by a different appellation -- the "Jesus Christ!" -- named for the exclamation uttered when anyone caught a glimpse of the massive machine. In June of 1946, nearly a year after the War had ended, the Spruce Goose was completed. The 150 ton flying boat was moved in sections to Long Beach by overland transport in a fleet of trucks. On November 2, 1947, Hughes flew the experimental plane for the first and last time -- piloting over Los Angeles Harbor for about one minute. Although not completed in time to fulfill the original government contract, the extraordinary aircraft was a highly innovative aviation achievement. It had a length of 218 feet, a hull that was 25 feet wide, and weighed more than 300,000 pounds. Its electronic systems were highly sophisticated and had proved Hughes' assertion that his experimental wood-laminate process could be used for large aircraft production. The Spruce Goose, although it flew only once, is credited with greatly advancing aviation technology and contributing to the development of jumbo aircraft. It remains etched in the public memory as a tribute to human invention and perseverance.

In addition to the Spruce Goose, Hughes Aircraft Company had secured another military contract during World War II. Taking advantage of his wealth and social contacts, Hughes invited Elliott Roosevelt, Air Force pilot and son of the U.S. President, to Los Angeles to view the Culver City facilities and the experimental D-2 bomber. Roosevelt was enormously impressed with the innovative atmosphere at Hughes, and several weeks after his visit, the Air Force asked Hughes Aircraft to produce eighty of the D-2s (later called the XF-11) as a photo-reconnaissance plane. Production of this equipment was difficult and Hughes fell behind on delivery of the planes. After Germany surrendered in May of 1945, the government canceled Hughes Aircraft's contract for the planes.

Although Hughes Aircraft did not achieve the high production output that other aviation manufacturers did during World War II, it was responsible for several important technological advancements. In addition to the wood laminate process, the flying boat and the XF-11, Hughes developed innovative components such as flexible feed chutes for the B-17 Bomber and booster drives for machine guns. Its sophisticated research in advanced aviation electronics set the stage for the birth of the aerospace industry.

The Boom of Hughes Aircraft

After the War, the millionaire lost interest in the day-to-day management of the aircraft company and turned his attentions elsewhere -- Hughes Tool Company, film production and the acquisition of TWA. For the first time, he hired an executive, General Harold C. George from Ford Motor Company, to run Hughes Aircraft as general manager. In the meantime, two young scientists from Cal Tech had joined the company -- Simon Ramo and Dean Wooldridge. They were interested in continuing Hughes research of sophisticated aviation electronics. Building on the company's atmosphere of innovative experimentation, their research lead to ground-breaking discoveries in the field. They had soon cornered the market on what would become a completely new industry -- aerospace technology.

Their first development, a microwave radar search system, provided missiles with the ability to electronically search for and destroy enemy targets. This led to production of the Falcon air-to-air missile, the most sophisticated military technology of the time. The Air Force was overwhelmingly impressed with the research of these two young scientists, who secured contract after contract from an eager government nervous about the Cold War. It became clear to company leadership that their future was in advanced military electronics, not in aircraft manufacturing. Hughes Aircraft soon began to attract some of the brightest scientific minds in the country, anxious to work with Ramo and Wooldridge, and in a few years had hired over 1,000 scientists for its Culver City facility. By 1950, Hughes Aircraft was beginning to turn a large profit and had over 5,000 employees.

The combination of brilliant scientific talent and systems engineering practice -- orchestrated by Ramo and Wooldridge -- and the escalating war in Korea, was a perfect match. Hughes began a non-stop growth period. By 1952, the company had over 15,000 employees and in three short years, their net earnings jumped from $400,000 to $5.3 million. Simon Ramo recalls that "after about three or four years it was perfectly clear that ours was one of the big postwar phenomena. There was no other postwar company with this kind of build-up of business." (Ramo: page 258) Howard Hughes was delighted at the new found success of his company and praised his brilliant young scientists. As a maverick inventor himself, Hughes greatly encouraged the experimental research of his staff which led to an atmosphere of creativity and innovation that fed the company's spectacular success.

Quietly, the Air Force began to encourage Ramo and Wooldridge to leave Hughes Aircraft Company in 1953, to start their own firm. The military was concerned about having so much classified new research concentrated in one company, and they were increasingly disconcerted by Hughes' eccentric personality. Hughes tried desperately to prevent his two wunderkinds from leaving the company that they had miraculously transformed, but to no avail. The scientists left Hughes Aircraft to set up the Ramo-Wooldridge Corporation, which later became TRW. TRW grew into a significant developer and manufacturer for the defense and aerospace industries.

Predictably, the exit of Hughes Aircraft's top scientists created a furor within the company. Soon after, general manager Harold George left Hughes to join the Ramo-Wooldridge Corporation and the entire scientific advisory council -- two dozen of the company's major scientists -- threatened to resign. The Pentagon swiftly intervened to diffuse the crisis at the company. Secretary of the Air Force Harold Talbott gave Hughes ninety days to solve his administrative problems.

Hughes' complex solution to the company's management problems was to divest himself of controlling interest and grant profits to the Howard Hughes Medical Institute, which would funnel proceeds into medical research. A new executive team was chosen to run the company. By 1953, Howard Hughes was no longer involved in active management of the company. The departure of Ramo and Wooldridge and the removal of Hughes from management signaled the end of an era at the company -- one in which the innovative climate had been responsible for the birth of an entirely new industry.

Hughes Aircraft's engineers went on to pioneer several innovations in satellite technology, producing the first synchronous satellite, and many of the first communications and weather satellites. Hughes created the Surveyor, the first spacecraft ever to make a soft landing on an extraterrestrial body. Hughes spacecraft have circled the earth hundreds of times, and have gone to Mars and Jupiter. In 1970 Hughes Aircraft formed a subsidiary company called the Space and Communications Group.

The diversification of the company caused expansion of corporate offices, research labs and manufacturing plants. From the 1950s through the 1980s, Hughes acquired facilities in El Segundo, Hawthorne, Fullerton and San Diego in California and in Tucson, Arizona. By 1983, Hughes Aircraft was the largest industrial employer in California, and the biggest employer in the Los Angeles area. It had become the nation's largest defense electronics contractor, and the seventh largest overall Pentagon contractor.

Southern California Aviation and Aerospace

Since the early 1900s, the area around Los Angeles has been one of the primary centers for aircraft and aerospace production in the United States. Various factors have contributed to the high concentration of this industry in the region, including the geographic and cultural climate, local educational facilities and a history of effective civic boosterism.

Los Angeles, from 1910 through the 1930s, possessed a number of very effective civic boosters who contributed greatly to the growth of the region as an aircraft manufacturing center. Harry Chandler, publisher of the Los Angeles Times, used his powers and the influence of his newspaper to entice aviation companies to the area. Harry Culver, founder of Culver City, was instrumental in establishing the Los Angeles Municipal Airport in the late 1920s as an incentive for aircraft manufacturers and carriers. A collective, concerted effort on the part of civic leaders successfully targeted the fledgling aviation industry and marketed the benefits of the Los Angeles area -- the moderate climate, lower plant costs and an abundance of skilled and semi-skilled labor.

In 1916 the Lockheed Brothers migrated from northern to southern California and set-up a small aircraft production firm. Within a few years, they became major suppliers to the British Royal Air Force, and by the end of World War II, they were an aviation giant with over 60,000 employees. In 1920, Harry Chandler raised $15,000 to encourage Donald Douglas to open a company in the area. Douglas rented facilities in an abandoned movie studio in Santa Monica and became one of the chief manufacturers of aircraft in the United States. Jack Northrop opened his first airplane company in Los Angeles during the 1920s but soon merged with other firms. He started another company in 1939 which benefitted enormously from impending World War, and soon became another aircraft giant. Hughes Aircraft Company, which would go on to become one of the leaders in aircraft and aerospace innovation, was founded in Burbank in 1932, and by the end of the 1930s North American Aviation -- later Rockwell International -- had located in Los Angeles County, solidifying the region as a center of aircraft production.

The success of these firms was due in part to a wealth of technical talent graduating from the California Institute of Technology (Cal Tech), which had established a School of Aeronautics and a research lab in the early 1920s. At the time Cal Tech was headed by Theodore Von Karman, who emphasized cooperation with the aircraft industry. "The result was aviation and space flight history as researchers, graduates and the entire institution contributed heavily to the growth of a whole new industry." (California Department of Commerce: p. 23)

During World War II, the young aircraft industry became one of the key players in the strategy of the Allied Forces to defeat the Axis Powers. Los Angeles based companies, including Hughes Aircraft, expanded rapidly to meet the demands of the Air Force. The result was that "firms that had produced a few hundred planes, or even fewer, were turned almost overnight into huge mass producers, becoming in the process some of the largest companies in the United States." (Markusen: p. 93) The success of these companies during the War helped to crystallize the importance of the aircraft industry to the Southern California economy, providing employment for tens of thousands, as well as substantial tax revenues.

During and after the War, the aeronautic technologies and expertise of the aircraft industry created the ideal setting for experimental research in new and highly sophisticated defense weaponry, including missile systems and rocketry. "This allowed California aircraft firms to develop a new segment of their business: missile systems and space vehicles. A new industry -- aerospace -- was thus born with California playing the leading role in the nation." (California Department of Commerce: page 24). Simon Ramo and Dean Wooldridge were pioneers in this new industry, transforming Hughes Aircraft Company from a small, inventive aviation manufacturer into a spectacularly successful aerospace electronics firm. Other companies, including Lockheed, Northrop, Douglas and Rockwell, which had been primarily production oriented until the end of World War II, eventually followed the lead of Hughes Aircraft and diversified their output to include aerospace research as well as production.

2.2 OVERVIEW OF CONTRIBUTING BUILDINGS

The buildings which witnessed the flourishing invention and spectacular success of Hughes Aircraft Company from 1941-1953 demonstrate a wide variety of construction techniques, materials, and architectural character.

There are eleven preserved contributing buildings in the Hughes Industrial Historic District. Structures are framed in either wood or steel frame, are of one or two stories, industrial in character and are generally in good condition. Property types include smaller support structures such as the fire station and cafeteria, larger office and engineering buildings, moderately large research and development buildings, and very large manufacturing spaces.

The first period of construction in 1941-1943 was for the purpose of aircraft manufacturing. This period produced major structures for research, development and manufacturing. A number of smaller support buildings were also built in this period. The remaining construction from this period includes the telephone building incorporated into Building 2 and Building 11.

Buildings built in 1942 and 1943 were for the purpose of designing and building the "Spruce Goose" flying boat. These buildings were constructed almost entirely of wood, a necessity of war-time shortages. Buildings 2 and 3 were designed as an ensemble; Building 2 was used for engineering while the smaller Building 3 was used to mock-up the massive nose section. Buildings 14 and 16 visually buttress Building 15.

Building 15 is an enormous double bay hangar in form, supported by a double row of laminated molded rigid wood frames, enclosed by wood sheathing and clapboard. The building was clad in corrugated aluminum panels in 1971. Wood was molded in Building 16; the airplane's major components were assembled in Building 15.

The next period of construction, all in steel frame with exterior steel panels, developed from 1950 to 1952, and represents the maturation of Hughes Aircraft as a growing defense contractor, major employer, and developer of electronics applications for aerospace and defense. Building 1 (1950), Administration Building, a two story International Style office building east of Building 2, was the executive office for the company until 1986. Building 17 (Warehouse), and Building 21 (Prototype Manufacturing), constructed in 1951, are purely industrial in character, with low-pitched gable roofs, corrugated or flush steel panel siding, and few windows. The Cafeteria (1951), a white stucco International Style structure with large airy spaces, coincides with a period of increasing employee services and amenities. The Fire Station (1952), designed by Hughes' own Plant Engineering Department, is the smallest contributing structure, but achieved in wood frame and stucco with notable simplicity and skill in mass and proportion.

Existing structures within the District are diverse in character, materials, and architectural style, but they hold in common certain formal elements. Compared to other building types, these industrial structures are longer in elevation and less articulate in plan, presenting monolithic volumes. The buildings are less detailed and larger in scale than non-industrial environments.

The buildings are utilitarian; the spaces between them and their relationships on the site are incidental and functional for industrial uses. Stylistic continuity is related to the phasing of their construction and the associated economies of using like materials.

LIST OF CONTRIBUTORS

Contributor	Historic Use	Proposed Use
Building 1	Administration (offices)	Offices
Building 2	Engineering (offices)	Offices
Building 3	Mock-up (prototype development)	Offices
Building 10	Cafeteria	Health club or other services
Building 11	Paint shop (maintenance)	Child care or other services
Building 14	Assembly Building (manufacturing)	Film production; production support
Building 15	Assembly Building	Film production; production support
Building 16	Duramold Room (manufacturing)	Film production; production support
Building 17	Warehouse (storage, manufacturing)	Film production or Scene dock
Building 18	Fire station	Production offices; screening facility community serving use
Building 21	Prototype manufacturing	Mill or film production

2.3 DESCRIPTION, SIGNIFICANCE AND CONDITION

Building 1

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**1**
Bldg. Name:	Administration
Date of Constr.:	1950
Architect:	H. L. Gogerty, Architect
Contractor:	Del Webb
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Offices
Present Use:	Vacant

Significance

Building 1 served as corporate offices for the top-level executives of the company, including Hughes himself, and their staff. The interior is the most decorative of the entire complex. It became known as "mahogany row" by the employees of Hughes--a reference to the extensive interior millwork. It was used as the top level administrative building for Hughes until they moved to their new corporate headquarters in 1986. The building was constructed by Del Webb, a noted builder/contractor whom Howard Hughes used regularly, and was designed by H. L. Gogerty, a noted Los Angeles architect who also had a continuing relationship with Hughes at the site. There has been little exterior alteration and relatively little interior alteration, resulting in a structure of substantial integrity. Decisions which impacted the national defense system and the development of the avionics industry were made here.

Original Plans

Original construction: Sheets A1-A10, August 5, 1950; North Addition: Sheets A1-A5, April 11, 1951; H. L. Gogerty, Architect, for Hughes Aircraft Company.

Used as the executive office building, Building 1 has International Style elements, such as a simple rectangular form, flat roof, and horizontal bands of steel casement windows. It is characterized by a long narrow plan oriented in a north south direction, a single double-loaded corridor in the center, and vertical corrugated painted steel exterior panels. The entry on the east facade, which faced all visitors to the site, is emphasized by a projecting stucco frame, an upturned canopy below the frame marking a pair of aluminum and glass doors, and a glazed wall. The original two story, 52 ft. x 210 ft. footprint was extended to the north by a seamless 52 ft. x 119 ft. addition in 1951, resulting in the current building area of approximately 37,000 square feet (including a partial basement of 23 ft. x 73 ft.).

Alterations

A 52 ft. by 119 ft. addition was added at the north elevation in 1951, known as "Extension No 1" on Gogerty's drawings, within a year of the original construction. The seamless elevations and interiors along with the almost continuous construction form in effect, a single, phased project, all within the period of significance.

The original floor plans show more open administrative office areas, whereas the space is uniformly subdivided into rows of offices on each side of a central corridor. The notable exception to this pattern is the suite at the south end of the ground floor.

Archived drawings document a number of alterations to interior partitions and finishes following the period of significance. However, Gogerty's original details for interior wood paneling and casework are consistent with the highly finished offices in the southeast quadrant of the second floor.

GENERAL STATEMENT

Architectural Character

Building 1 has International Style elements, such as a simple rectangular form, flat roof and horizontal bands of steel casement windows. It is characterized by a long narrow plan oriented in a north south direction, a single double-loaded corridor in the center, and vertical corrugated painted steel exterior panels. The entry on the east facade, which faced all visitors to the site, is emphasized by a projecting stucco frame, an upturned canopy below the frame marking a pair of aluminum and glass doors, and a glazed wall.

Condition of Fabric

The general condition of the building is poor due to a) lack of maintenance, b) possible structural damage to the building superstructure, and c) possible moisture problems at grade. However, the condition of interior fine wood paneling and casework is good.

Water and pigeon damage due to roof leaks and broken windows are not as extensive as in Building 2, but severe in small areas. Roof leaks near the southwest corner have caused extensive damage on both floors. A pattern of moisture damage at the floor near the west wall in the south half of the building raises concern about possible ground water or surface drainage problems.

Of greatest concern is the observed racking of the building out of vertical alignment along both the north-south and east west axes. Ceiling and wall finishes have separated along a widening crack in the east-west direction in many spaces. A number of doors in the central corridors, aligned in a north-south plane, are jammed in their frames. There are several severe diagonal cracks in partition finishes. This evidence indicates the need for structural assessment, and the possible need for strengthening.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	52
Length in feet:	329
Gross square feet:	37,059
No. stories:	2

Parti

Long, very narrow two story rectangular block of two stories with a flat roof.

Foundation

Original construction drawings indicate that all buildings on the site were constructed on caissons, which would be expected since the general geology is alluvial soil and the water table is high and varies with the tides. Generally exterior walls and interior floor slabs on grade are straight and level. However, there is evidence of water damage at the ground floor slab, particularly in the southwest quadrant. There is little evidence of water damage on walls and obvious roof leak damage at ceilings. Therefore, it is not possible to conclude without further study whether or not there are ground water or surface drainage problems which may have caused the existing damage.

Walls

Exterior walls are corrugated steel panels. The plan section of the corrugation is rectangular and similar to Building 21. Interior wall finishes are typically plaster on gypsum lath board attached to steel studs.

Structural System

Steel columns support steel truss girders spanning both directions to support the concrete decks for the second floor and roof. The frame supports the exterior corrugated panels. Studs set along the exterior wall support interior finishes and casework.

Porches, Stoops & Balconies

The central lobby on the east elevation is framed by wing walls and a roof which projects for approximately 6 ft. for the length of the lobby. Shallower wing walls frame the double entry doors and support a small canopy which slopes up and away from the building, with a radius on the underside of the front edge in the style of Corbusier. A similar canopy frames the north entrance lobby, but the wing walls are constructed in steel panels and mark a single door. There is a stoop only on the west elevation double doors which lead out to the sycamore grove and face the former location of the Building 2 lobby. A concrete stoop on the south elevation marks the former location of a door which has been closed, possibly as a result of interior alterations.

Chimneys

None.

Openings

Continuous bands of steel casement windows, corner to corner, on the east elevation comprise the most notable exterior element of the building. Sash units have 4 horizontally proportioned lights; the second light from the top is an operating awning on every other unit. Matching windows on the north and south elevations are set into the wall and do not extend to the corners. Fenestration on the west elevation is discontinuous; continuous bands of casements do not extend to the corners and are interrupted by lobby doors and single panel sash windows at toilets and stairs.

Roof

The roof is substantially flat, below the parapet cap, and cannot be seen from the ground.

DESCRIPTION OF THE INTERIOR

Floor Plans

The building plan on both floors is characterized by a double-loaded corridor extending the full length of the building except for spaces served at the north and south ends. The rows of offices on both sides are often interconnected by doors, and are punctuated by stairs and toilets on the west side of the corridor. The main entrance lobby near the center of the building on the east side of the first floor forms the only notable organizing reference space other than the central corridor. A corridor on the west side of the main corridor just north of the main lobby establishes a short cross-axis leading from the east entrance through to the sycamore grove on the west.

There are three men's toilets and four women's toilets which provide multiple accommodations, and a single accommodation toilet adjacent to the large office at the southeast corner of the second floor.

Stairways

Open stairwells stand at the north and south ends, and adjacent to the central cross corridor leading to the sycamore grove. Ceilings are finished and painted in rough sand textured plaster. Walls are finished in cork or leather textured vinyl wall covering. Treads are finished with textured rubber and black skirts. Stair flights, but not landings, have wood handrails, circular in section. Single light windows open at the west wall to each stairwell. Each well has two pendant lighting fixtures: an internally illuminated flattened ovoid white translucent shade.

Flooring

Carpet at the first floor has been removed, uncovering 9" by 9" green marbleized vinyl composition tile set on a concrete floor. Second floor corridors are finished with a medium green loop pile carpet and trimmed with black vinyl base.

The main entrance lobby has solid gray cut pile carpet and black vinyl base.

Men's and women's toilet floors are ceramic mosaic tiles, medium green, in a repeating pattern of 2" by 2", 1" by 2" and 1" by 1". Vinyl composition tiles are used in men's room vestibules. Loop pile tweed carpet was installed in the women's toilet vestibule/lounge spaces.

Carpet was used in all office spaces; however, the carpet has been removed from some spaces. The subfloor in some offices at the south end is concrete. However, generally 9" by 9" green marbleized vinyl composition tile is found in most areas of the building where carpet was removed. The majority of offices have one of several functional loop pile tweed carpets. Several offices have denser cut pile, most notably the wood paneled rooms at the southern end of the second floor.

Ceiling Finishes

Corridor ceilings are finished with 2 ft. by 4 ft. white plastic honeycomb patterned light louvers laid in a suspended metal T-bar grid. Men's and women's toilets have painted smooth plaster ceilings. Men's room number 108 has water damage.

Approximately 20% of the office ceilings are finished with 1 ft. by 1 ft. concealed spline acoustical tile, most of those found at the south end of the ground floor. The lobby and the majority of office ceilings are painted sand-textured plaster. In one case near the southeast corner at the second floor, 1 ft. by 1 ft. acoustical tile is found adhered directly to a plaster ceiling. Conference room number 210 and Office 242 ceilings have a border of suspended 1 ft. by 1 ft. concealed spline acoustical tile around a central panel of lay-in backlit translucent white acrylic panels in a 2 ft. by 2 ft. suspended metal T-bar grid. The ceiling in office 243 is 2 ft. by 4 ft. white ½" cube patterned light louvers laid in a suspended metal T-bar grid.

Wall Finishes

Corridor walls are finished with pastel green grass-cloth patterned vinyl wall covering. Men's and women's toilets are finished with painted plaster above a 60" high wainscot of pale green low-sheen glazed 4" by 4" ceramic tile with narrow grout joints and a low cushion.

Office and conference room walls have a wide range of finishes from plainly painted to finely paneled in hardwood veneers. The finer finishes are more often found in the eastern and southern quadrants, with the second floor finishes finer than those on the first floor. The range of quality in finishes, concentration of finer finishes, and perceptible transition from plain to fine is consistent with a hierarchical administrative headquarters office building.

Typical plain offices have painted plaster walls with a painted chair rail at 36" above the floor. In some offices a stained wood chair rail is found rather than painted wood. The dado in a significant number of this type of offices have flush stained hardwood veneer paneling. A small number of the offices with paneled dados also have fabric wall covering over the plaster above, representing an upgrade in finish.

The finest office, found at the southeast corner of the second floor, is fully paneled in hardwood veneer, with a chair rail trim and applied frame moldings on the wall and dado. The four contiguous rooms at the southeast corner are closely related in decor, and consistent with H. L. Gogerty's interior finish drawings. The fully paneled room in the southwest corner of the second floor is finished with a red mahogany stain, unlike other paneling in the building. A private toilet and anteroom set this south end of the second floor apart from the rest of the office spaces.

Office number 236 at the northeast corner of the second floor has a unique condition in the building which by material and configuration could be original construction. Partitions at 7 ft. high subdivide a visually large space into a long fore room and three smaller spaces on the outside wall. Windows and clerestories in the partitions make the partitions largely transparent.

Openings

Office spaces are characterized by a continuous band of steel casement windows on all exterior walls. The discontinuity of window bands on the west facade reflects the arrangement of support and circulation spaces (stairs, toilets, cross corridor) on the west side of the central corridor.

Typical offices doors along the central corridor are 3 ft. by 6 ft. 8 in., with mahogany finished flush veneer and solid wood casing and trim. Wall trim continues to the ceiling on the corridor side, framing a mahogany finished veneer wood panel which simulates a transom window.

Toilet doors are painted flush wood. Simulated walnut laminated plastic provides a durable sanitary finish on the corridor side of most toilet doors.

Decorative Features & Trims

Refer to wall finishes.

Hardware

Lobby doors at the main entrance have flat plate clear anodized satin textured aluminum pulls. Typical interior door hardware is a "Corbin" satin copper finished barrel-shaped knob with a flat, round rosette, removable cylinder on the corridor side, and thumb turn lock on the office side.

Electrical Equipment

Transformers and main panels are located in the basement.

Corridor lighting is provided by a single continuous strip of fluorescent tubes above suspended plastic louver panels. The main lobby has 6 decorative semi-recessed indirect ceiling fixtures: 30" diameter clear finished satin spun aluminum inverted bowls, each with a single 300 watt half-silvered lamp shaded by a aluminum shade in the shape of an inverted, open truncated cone. Most toilet rooms are lit by 4 ft. fluorescent ceiling mounted fixtures with "eggcrate" diffusers.

The office lighting configuration found most often is four, 8 ft. long, 2-tube fluorescent fixtures with "eggcrate" metal louver diffusers ceiling-mounted perpendicular to the exterior walls. The most commonly found replacement fixtures are 2 ft. by 4 ft. ceiling mounted fluorescent fixtures with wrap-around acrylic diffusers. A variety of commercial lighting fixtures are found in altered offices and conference rooms, including surface-mounted fluorescent boxes, recessed square incandescent with acrylic diffusers, recessed incandescent down lights and wall washers with black baffles, and fluorescent strips above translucent luminous acrylic panels.

The only decorative office fixtures are found in Office 217. These fixtures, which are not characteristic of Building 1's style or period of construction, are pendant bronze wheel shapes with translucent white diffusers on the bottom. Acanthus leaf decoration is applied in sheet metal at the quarter points of the circle.

Mechanical Equipment

The heating and cooling equipment is located in the basement.

Conference Room 113 has a motorized projection screen and black-out curtain. Conference Room 210 is larger, with sliding presentation panels, motorized projection screen, and remote control of motors and lighting from an adjacent projection screen. A commercial catering kitchen connects to the south of this room; the kitchen is located conveniently to the large conference room and the expansive office suite at the south end of the second floor.

Original Furnishings

There are no furnishings remaining in the building other than relatively new conference tables and chairs in the northeast corner of the second floor, and several nondescript office desks and chairs in offices.

A 15 ft. long reception counter at the main entrance lobby has been refinished with simulated wood laminated plastic panels, but may be the same age as the original construction.

Built-in painted or hardwood veneer cabinets are found in most office spaces. Built-in casework parallels the range of quality and finish observed on office wall finishes; the greatest quantity and quality of cabinets are found in the southeast quadrant of the second floor.

Office 112 typifies the plainest version: a painted wood cabinet and counter built in under the window stool. Office 118 is similar in form, but with a simulated walnut laminated plastic finish. Office 134 has cabinets similar in form, but with real hardwood veneer. The anteroom to the red mahogany office at the southwest corner of the second floor has a full wall of matching veneered cabinets.

SITE

General Setting and Orientation

The longitudinal axis is oriented north-south, perpendicular to the runway. The short north elevation faces the northern expanse of parking and runway location. The east elevation and principal lobby entrance faces a parking lot which is bisected by a driveway terminating in a small circular turnaround in front of the main entrance. This elevation is the first architectural impression to visitors driving into the site. The south elevation opens to a yard which faces Teale Street. The west elevation faces a narrow unpaved yard with a grove of sycamore trees which separates Buildings 1 and 2; these two buildings are similar in orientation and length, forming a visual association and connection by arrangement of lobby entrances.

Historic Landscaping Design

A grove of mature sycamore trees on the east side of the building shades the long yard separating Buildings 1 and 2. There is very little landscape within the district and very few mature trees. The existence of a group of mature trees here is significant and unique within the district. Planters with tall twisted junipers flank the lobby entrance at the curb of the turnaround on the east elevation. Grass and shrubs on the north, east and south yards have been lost or removed.

Outbuildings

There are no outbuildings.

CHARACTER-DEFINING FEATURES: BUILDING 1

EXTERIOR

Walls

Corrugated steel panels.

Structural System

Steel framing: columns, beams and trusses fabricated from rolled steel members.

Porches, Stoops & Balconies

Main entrance sidewalk, planters, cement plaster wing walls and canopy, glass and aluminum wall at east facade.

Cement stoops at existing or former exterior entrances at north, south and west facades.

Chimneys

None.

Openings

All existing frames, doors and sash from the period of significance. Altered window openings and mechanical openings may be restored or altered appropriately.

Roof

Substantially flat roof with built-up composition roofing membrane.

INTERIOR

Floor Plans

Central corridor walls, including ground floor lobby.
All interior partitions on the second floor, south of the central stairway.
Interior partitions in the office suite on the second floor, northeast corner.

Stairways

All existing stairs.

Flooring

Composition floor tile.

Wall & Ceiling Finishes

Interior partitions on the second floor, south of the central stairway.
Interior partitions in the office suite on the second floor, northeast corner.
Central lobby.
Green tile in toilets.

Openings

Door frames and doors on the second floor, south of the central stairway.
At central lobby.
Door frames and doors at corridors.

Decorative Features & Trims

All spaces at the second floor, south of the central stairway.
Central lobby.

Hardware

Finish door hardware at tempered glass doors on east and west facades.

Electrical Equipment

Central lobby lighting fixtures.
Pendant lighting fixtures in Room 217.
Semi-recessed fixtures in main entrance lobby.

Original Furnishings

Built-in casework at central lobby, and all spaces on second floor south of the central stair.

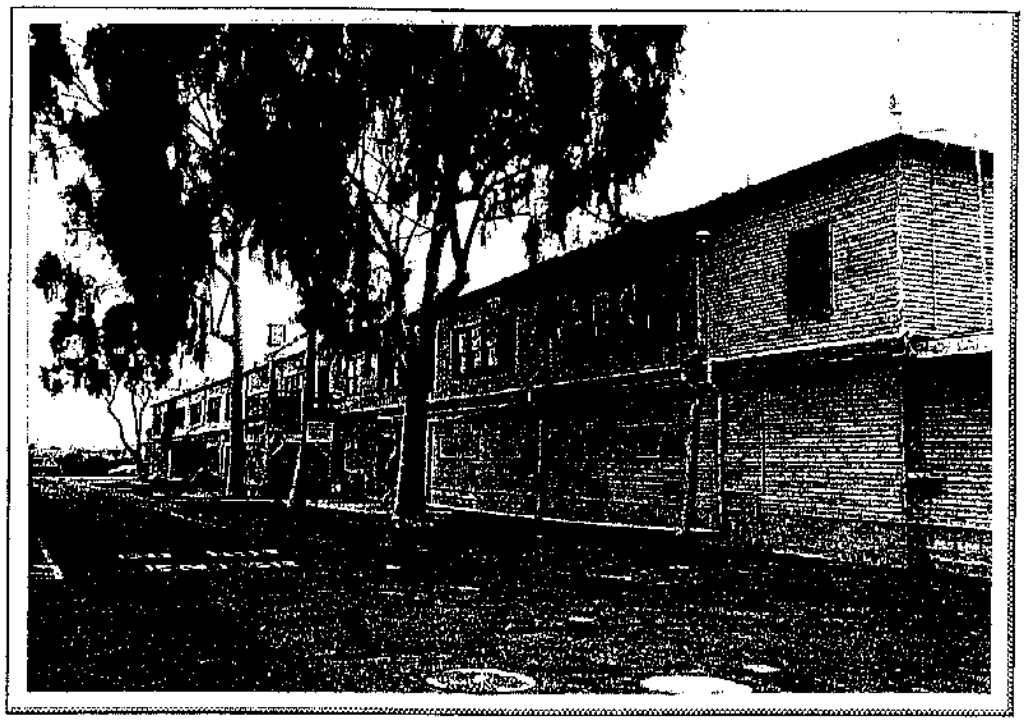
SITE

General Setting and Orientation

Cross-axial main entry sequence at east facade.

Historic Landscaping Design

Sidewalk, planters, circle, twisted junipers at main entrance at east facade.
Yard and trees at south elevation.
Open space, grove of sycamore trees in yard west of main elevation.



Building 2

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	2
Bldg. Name:	Engineering & General
Date of Constr.:	1942
Architect:	H. L. Gogerty, Architect
Contractor:	unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Engineering
Present Use:	Vacant

Significance

Planned simultaneously with Building 3, Building 2 was constructed in 1942 as part of the flying boat contract. The building was used for the research, engineering, and design of the "Spruce Goose." Along with Buildings 3, 5, 6, 14, 15 and 16, it represents the first major period of construction on the site in 1941-1943. Buildings 2, 3, 14, 15, and 16 were framed and finished in wood due to scarce steel resources during World War II. The large space on the second floor was originally designated as a "mold loft." Over the years, numerous interior alterations were conducted by the Plant Engineering Department, though the basic corridor configuration and relationship of spaces has remained unaltered. In 1954, the second floor was strengthened to allow some manufacturing to be conducted in the building. In the 1960's, the building housed machine gun and armament work, and continued to be adapted to industrial uses until vacated in the 1980's.

Howard Hughes is reported to have maintained an office at the northeast corner of the second floor. However, when Hughes was at the site he spent most of his time with the engineers and crews who were designing, manufacturing and testing aircraft components and aircraft.

Buildings 2 and 3 are significant within the site context as two remaining wood framed and finished structures with a high level of residual integrity.

Original Plans

Sheets A1-A8, October 30, 1942; S1-S6; 101, 103, 103A, 104A, 129, December 15, 1942; H. L. Gogerty, Architect, for Hughes Aircraft Company

Engineering Building; 100' wide by 238' long, two story, wood frame, with one reinforced concrete vault of 26' x 28' within the structure. An existing telephone building of about 35' x 35' is incorporated into the new structure at the first floor, west elevation, about 60' from the north end. Floor plans for the two levels illustrate detailed office and drafting room layouts, and a concrete vault of 26' x 28' in the center of the building on the ground floor, adjacent to the drafting and engineering files rooms. Two unequal bowstring roof trusses are place side by side and connected at the top by a sloping tangent roof line, resulting in an unusual, asymmetrical profile at the north and south elevations. Siding, doors and sash is all wood. A wood ramp leads from grade to a second floor mold loft at the west elevation.

Alterations

The exterior is substantially unaltered from original construction except for the removal of a freestanding wood structure consisting of a series of ramps and landings parallel and close to the west elevation which extended from exterior ground level near the southwest corner of the building to a set of double doors at the second level. Only the top landing at the double doors remains.

The configuration of interior corridors and major spaces is substantially unaltered. The large open spaces, corridor configuration, and stairways are consistent with original drawings.

Interior finishes have been altered in most spaces. Those interior spaces which appear to have been least altered are the corridors in the northern sector of both floors, north of the large open spaces, and the offices in the northeast quadrant of the second floor, the northeast stair, and the southwest stair.

GENERAL STATEMENT

Architectural Character

Building 2 is a two-story rectangular structure with a distinctive curved roof line reflecting the underlying support of two bowstring trusses placed side by side. Clad in clapboard, with groupings of double-hung windows, the building's 100 ft. by 328 ft. foot print, enclosing approximately 71,000 square feet of space, has not changed. The vernacular residential character of the structure is a result of the necessity of using wood. However, similar construction is found in light industrial structures of the same period, notably at motion picture production facilities in Hollywood. A single row of offices along a loop corridor follows the outside perimeter of the building. Suites of offices occupy the northern third of both floors, with a large open space toward the south on both levels. A reinforced concrete vault for engineering drawings is located on the first floor just north of the large open drafting room space.

Condition of Fabric

The general condition of the building is poor due to a) lack of maintenance, and b) structural and moisture problems at grade. Water and pigeon damage due to roof leaks and broken windows can be readily repaired since the superstructure of the building and the windows are in fair to good condition. However, efflorescence at the ground floor slab and a subsiding floor slab in one bay indicate the need for investigation of soil and moisture conditions. Failure to stabilize the building envelope by roof repairs and sealing window openings will allow continued deterioration of the wood structure and interior finishes.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	100
Length in feet:	329
Gross square feet:	70,649
No. stories:	2

Parti

Long narrow rectangular block of two storeys with a low arched roof.

Foundation

Original construction drawings indicate that all buildings on the site were constructed on caissons, which would be expected since the general geology is alluvial soil and the water table is high and varies with the tides. Generally exterior walls and interior floor slabs on grade are straight and level. However, there is severe efflorescence at the ground floor slab. The central bay at the south end of the ground floor has subsided noticeably. These conditions suggest that there may be problems with moisture below the slab and soil under the slab.

Walls

Exterior walls are constructed of wood stud framing and finished with painted shiplap siding. There is flush wood siding up to the first floor window stool line; the stool line continues as a projecting belt course. The Second floor framing extends beyond the wall line to form a small pendant roof continuously at the mid-elevation. Paint is in poor condition, though the siding is generally sound.

Structural System

The two storey building is constructed in wood, with a combination of stud framed walls, wood joists and large post and beam members supporting bowstring roof trusses.

Porches, Stoops & Balconies

The two principal personnel entrances are located on the east and west elevations. A pair of frameless aluminum and tempered glass doors is found at each location, altered from the original construction. Cantilevered canopies protect these entrance locations. A wood ramp on the west elevation providing access from ground level to a second floor entrance to the "mold loft" has been removed.

Chimneys

None.

Openings

Other than two pairs of non-original frameless tempered glass doors, the original fixed and double-hung wood windows are retained. A wall of square fixed glass sash is found at the east lobby entrance, matching the proportions used for glazing in Building 3. The balance of windows are one-over-one double hung sash arranged in groups of two, three, four and five units. Due to broken glass and lack of maintenance (painting, environmental control), the windows are in poor to fair condition, and are repairable.

Roof

The unusual roof shape is formed by two bowstring trusses of unequal dimensions placed end to end, connected by wood framing tangent to the top of the two arches, forming a low pitched sloping roof which curves down to the eaves on the east and west. The roof is in poor condition, resulting in substantial water damage inside. Concealed gutters at the eaves trim need repair and cleaning. Gutters are collapsing at the cantilevered canopy at the east entrance.

DESCRIPTION OF THE INTERIOR

Floor Plans

Existing conditions are generally consistent with original construction drawings. At the first floor, a large central drafting room is surrounded by a perimeter of partitioned offices on the exterior walls. A complex of offices and large shop space on the north end places the large space off center towards the south of the building. A concrete vault with heavy steel doors for drawing storage is located on the north side of the drafting room space. The pattern of large space (originally a "mold loft,"), perimeter offices and northerly office complex is repeated on the second level.

A partial basement is located under the west central portion of the building. That space is subdivided into offices. A tunnel from Building 2 to Building 6 has been sealed from the Building 2 side; a fire door leading to the tunnel is visible from the basement of Building 6.

Stairways

Three interior stairs are located near the northeast, southwest, and northwest corners of the large central spaces. These wells are enclosed by partitions, but not fully enclosed. The northeast and southwest stairs are substantially unaltered.

A stair leads to the basement from the northwest corner of the first floor drafting room. A second, emergency exit from the southwest corner of the basement is provided by an exterior spiral stair in a well at the west elevation, outside the building line.

Flooring

Vinyl tile (9" x 9") is typical in all areas, but has been covered by carpet in most areas, with the notable exception of the first floor drafting room and many first floor offices. The green and white or dark brown marbleized tile is similar to that found in other buildings on the site.

Wall & Ceiling Finishes

Corridor and office finishes at the northeast sector of the second floor appear to be of a character which is consistent with the period and details of the original construction drawings.

Starting with the northeast stair, ceilings and walls are finished with painted 4' x 8' wood fiber panels and trimmed with simple, narrow profile stained wood. The floor finish is linoleum. Corridors and most offices have a wainscot finish of horizontal V-groove edge wood shiplap paneling. Some offices have fiber panel ceilings, but most of the older finishes are 1 ft. x 1 ft. V-groove edge perforated acoustical tile. The offices east of the large room on the second floor are characterized by painted gypsum board walls, stained wood wainscots, and 1 ft. x 1 ft. square edge textured acoustical tile ceilings.

The broad range of commercial office interior finishes are found in the offices, including gypsum board and suspended acoustical ceiling systems.

The second floor large space is open to the underside of the roof deck, a complex curved surface following the shape of the bowstring trusses and finishes in long narrow strips of wood fiber acoustical finish. The trusses are boxed and finished.

Toilet rooms have been altered since original construction, and are characterized by vinyl laminated wall panels.

Openings

Doors in the northeast sector are two-panel wood doors in wood frames. However, most interior doors are painted flush solid core wood, with contemporary lock sets. The offices on the east side of the large second floor space have stained wood veneer solid core wood doors.

Decorative Features & Trims

There are no notable decorative features and trims. Refer to the description of wall and ceiling finishes for characteristic trim.

Hardware

Door hardware can be generally characterized as utilitarian and consistent with office door hardware found in other buildings on the site. "Corbin" lock sets with a brushed, copper-tone finish and barrel-shaped knobs are found here, along with several other knob and lever types in other finishes and styles.

Electrical Equipment

The northeast sector of the second floor, the area with older finishes, has pendant 2-tube fluorescent lighting fixtures with eggcrate diffusers. Corridor fixtures in this area only are incandescent with metal bases and small "schoolhouse" shaped white glass covers. More common are a variety of conventional modern fluorescent strip and acrylic wrap-around fixtures.

Mechanical Equipment

Central heating and air conditioning equipment has been added. A large air handling equipment room is located at the northwest corner of the large second floor space. Most corridor ceilings have been dropped to accommodate supply air ducts.

Toilet fixtures, which have been replaced since original construction, are conventional commercial ceramic water closets, urinals, and hand sinks mounted in counters.

Original Furnishings

The drafting room vault contains four ranks of stained wood flat files from floor to ceiling along two aisles; most of the southern-most rank have been removed.

The Control Room (2271) has built-in painted wood cabinets on three walls, and a sliding chalkboard panel cabinet. Several offices have built-in cabinets under exterior windows.

SITE

General Setting and Orientation

The longitudinal axis is oriented north-south, perpendicular to the runway. The short north elevation faces the northern expanse of parking and runway location. The east elevation and principal lobby entrance faces a long narrow unpaved yard which separates Buildings 1 (Administration) and 2; these two buildings are similar in orientation and length, forming a strong visual association and connection by arrangement of lobby entrances. The south elevation opens to a narrow yard which separates Building 3, the Mock-up Building which is contemporary and has the same character. The west elevation faces a wide driveway separating Building 2 from Buildings 5 and 6; Buildings 5 and 6 are oriented perpendicular to Building 2 and represent an abrupt change in character, materials, and scale.

Historic Landscaping Design

A grove of mature sycamore trees on the east side of the building shades the long yard separating Buildings 1 and 2. There is very little landscape within the district and very few mature trees. The existence of a group of mature trees here is significant and unique within the district.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 2

EXTERIOR

Walls

Shiplap wood siding and trim.

Structural System

Wood framing: stud walls; sawn post and beam; bowstring truss roof supports.
Diagonal wood sheathing underneath exterior siding.

Porches, Stoops & Balconies

Stoop at main entrance on original east elevation.
Landing at second floor double doors on west elevation (only remaining portion of exterior ramp).

Openings

All existing frames, doors and sash from the period of significance (includes tempered glass doors and finish hardware at main entrance on original east elevation.

Roof

Existing roof shape as determined by structural framing.
Composition built-up roof membrane.

INTERIOR

Floor Plans

Corridor configuration from the period of significance, which comprises the existing corridors in the original northern sector of the building on the first and second floors.
Large central spaces in the southern sector of the building, and the perimeter office configuration.
Concrete vault on the first floor.

Stairways

Three existing stairways from the first to the second floor.

Flooring

Linoleum floor finish at the original northeast stair.
Composition tile flooring.

Wall & Ceiling Finishes

Large dimension pressed wood fiber panels wherever they occur (note northeast stair and corridors in the northeast quadrant, particularly on the second floor).
V-groove shiplap wainscot paneling and wood trim.
V-groove perforated 1 ft. x 1 ft. acoustical tile ceiling panels.
Painted diagonal wood sheathing wherever it occurs.
Corridor and office partitions and finishes at space numbers in the northeast quadrant of the second floor.

Openings

Door frames and doors where wood two panel doors occur (note in particular the northeast quadrant of the second floor.

Decorative Features & Trims

None.

Hardware

Finish door hardware at the main lobby entrance.
Finish door hardware at two panel wood doors at spaces in the northeast quadrant of the second floor.

Electrical Equipment

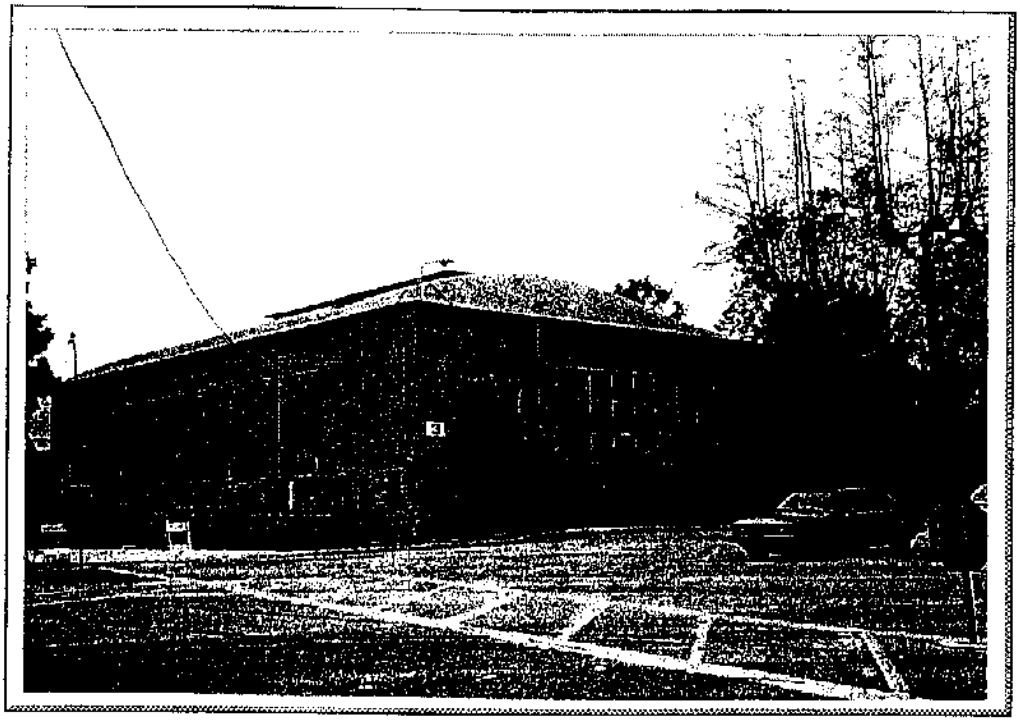
Pendant fluorescent lighting fixtures with large eggcrate diffusers.

Original Furnishings

Wood casework in the concrete vault on the first floor.

SITE

Grove of sycamore trees in yard west of main elevation.



Building 3

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**3**
Bldg. Name:	Test Lab and Prototype
Date of Constr.:	1942
Architect:	H. L. Gogerty, Architect
Contractor:	unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Mock-up Building
Present Use:	Office

Significance

This building has been known as both the Mock-up Building, the Test Lab and Prototype Building. Howard Hughes spent considerable time in the north loft during the development of the Flying Boat's cockpit. The nose cone prototype remained in the building for many years after the project was completed. Later, this building was converted to manufacturing facilities for the production of armaments. Building 3 was constructed in 1942, simultaneously with Building 2, as part of the flying boat contract, and was used for the research, engineering, and design of the Spruce Goose. Along with Buildings 2, 14, 15, and 16, Building 3 was framed and finished in wood due to allocation of resources during World War II. The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr. Building 3 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1953, and used continuously to the

present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Buildings 2 and 3 are significant within the site context as two remaining wood framed and finished structures with a high level of residual integrity.

Original Plans

Sheet A6, October 30, 1942; H. L. Gogerty, Architect , for Hughes Aircraft Company.

Floor plans and elevations illustrate the tall one story building much as it is found. The rectangular floor plan is longer in the east-west direction, at right angles to the long axis of Building 2. The southwest corner is chamfered due to site circulation; originally a rail spur line . Large window walls composed of square fixed and hopper sash characterize the north and south elevations. The building is designed as one large space with long mezzanines along the north and south walls.

Alterations

Some of the wood bowstring trusses have been strengthened using wood and steel members and steel hardware. Exterior personnel and rolling doors have been altered. The full height interior partition which divided the building into two leaseholds is a recent addition. There are other recent interior partitions.

GENERAL STATEMENT

Architectural Character

Building 3 is a tall one story wood-framed rectangular structure with mezzanines. It is clad in wood shiplap siding and has an arched roof line following the top cord of bowstring trusses. There is no formal entrance. Fixed wood sashes form a large window wall on the north and south elevations. The interior is characterized by exposed wood structural elements: wood stud walls, bowstring trusses, and diagonal wood sheathing at the roof and walls. A single large space is articulated by mezzanines ("lofts") at the north and south walls. The floor is unfinished concrete.

This building, because it is finished in wood, is illustrative of the war-time shortage of metal and other standard industrial building materials. Otherwise it is typical of the unadorned and utilitarian approach to industrial architecture of the mid-Twentieth Century.

Condition of Fabric

The general condition of the building is fair due to deferred maintenance. Exterior paint is peeling away from wood siding and wood windows.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	81
Length in feet:	141
Gross square feet:	12,667
No. stories:	1, with mezzanines ("lofts")

Parti

Tall one story rectangular building with a 45 degree angle diagonal cutting off the southwest corner and a low arched roof.

Foundation

Original construction drawings indicate that all buildings on the site were constructed on caissons, which would be expected since the general geology is alluvial soil and the water table is high and varies with the tides. Generally exterior walls and interior floor slabs on grade are straight and level. There is no strong evidence of moisture problems at the floor and base of exterior walls. However, the evidence of problems nearby at Buildings 1 and 2 suggest investigation of moisture and soil conditions under the slab, surface drainage at the exterior, and condition of structure at the base of exterior walls.

Walls

Exterior walls are constructed of wood stud framing, diagonal wood sheathing, and finished with painted wood shiplap siding. Paint is in poor condition, and is peeling away from the siding and exposing wood to weathering.

Structural System

The one storey building is constructed of wood studs and posts supporting wood bowstring trusses. All wall and roof surfaces are sheathed with diagonal wood planks.

Porches, Stoops & Balconies

None.

Chimneys

None.

Openings

In addition to the shape of the walls and roof and the shiplap siding, the windows are the most prominent features of Building 3. Large window walls comprise most of the north and south-facing walls. The windows have large square frames, some of which are operable hopper sash.

The personnel doors and a large rolling door on the west facade have been altered.

Roof

The arched roof shape is formed by a series of bowstring trusses spanning north-south across the shorter building dimension. The membrane roof is in fair condition.

DESCRIPTION OF THE INTERIOR

Floor Plans

The existing conditions are generally consistent with original construction drawings with the exception of a full height partition in the north-south direction which divides the single large interior space into two spaces.

Stairways

Interior open stairs lead from the main floor to the each of the north and south lofts.

Flooring

The first floor is unfinished concrete. Mezzanine floors are wood.

Wall & Ceiling Finishes

Exterior walls and the underside of the roof are open to the structure. Wood framing and sheathing are unpainted and visible from most interior spaces. Interior partitions are finished and painted.

Openings

Interior doors and windows in partitions are few, generally recent alterations, and are not character-defining.

Decorative Features & Trims

There are no notable decorative features and trims.

Hardware

There is no notable door hardware.

Electrical Equipment

There are no notable electrical wiring devices or lighting fixtures.

Mechanical Equipment

A pit constructed of concrete remains in the floor in the southeast quadrant of the building. This is a remnant of earlier industrial operations.

Original Furnishings

None.

SITE

General Setting and Orientation

The longitudinal axis is oriented east-west, parallel to the runway orientation, and perpendicular to Building 2. The north elevation faces the short south elevation of Building 2, and the sycamore grove between Buildings 1 and 2. The east elevation faces a yard and parking area south of Building 1, and Teale St. near the base of the Westchester Bluffs. The south elevation opens to a narrow yard and paved driveways and parking lots. The diagonal facade at the southwest corner and the west facade faces the paved circulation space which is oriented north-south between the west facade of Building 2 and the site Building 6.

Historic Landscaping Design

There were no historic plantings observed or documented. Building has a visual connection to the sycamore grove on the west side of Building 1, when viewed from the windows at the north facade.

Outbuildings

A tall shed stood at the northeast corner of the building, filling the space between Building 3 and Building 2. This structure was undated, undocumented in the Hughes drawings archives, and not in character with Buildings 2 and 3.

CHARACTER-DEFINING FEATURES: BUILDING 3

EXTERIOR

Walls

Shiplap wood siding and trim.

Structural System

Wood framing: stud walls; sawn post and beam; bowstring truss roof supports.
Diagonal wood sheathing underneath exterior siding.

Openings

All existing frames, doors and sash from the period of significance.

Roof

Existing roof shape as determined by structural framing.
Composition built-up roof membrane.

INTERIOR

Floor Plans

Large open space with mezzanines at the north and south.

Stairways

Existing stairway to the south mezzanine.

Flooring

Unpainted concrete floors at the first floor.

Wall & Ceiling Finishes

Unpainted diagonal wood sheathing at walls and roof.

Openings

Location of all original exterior doors.

Mechanical Equipment

Pit at concrete floor near southeast corner.

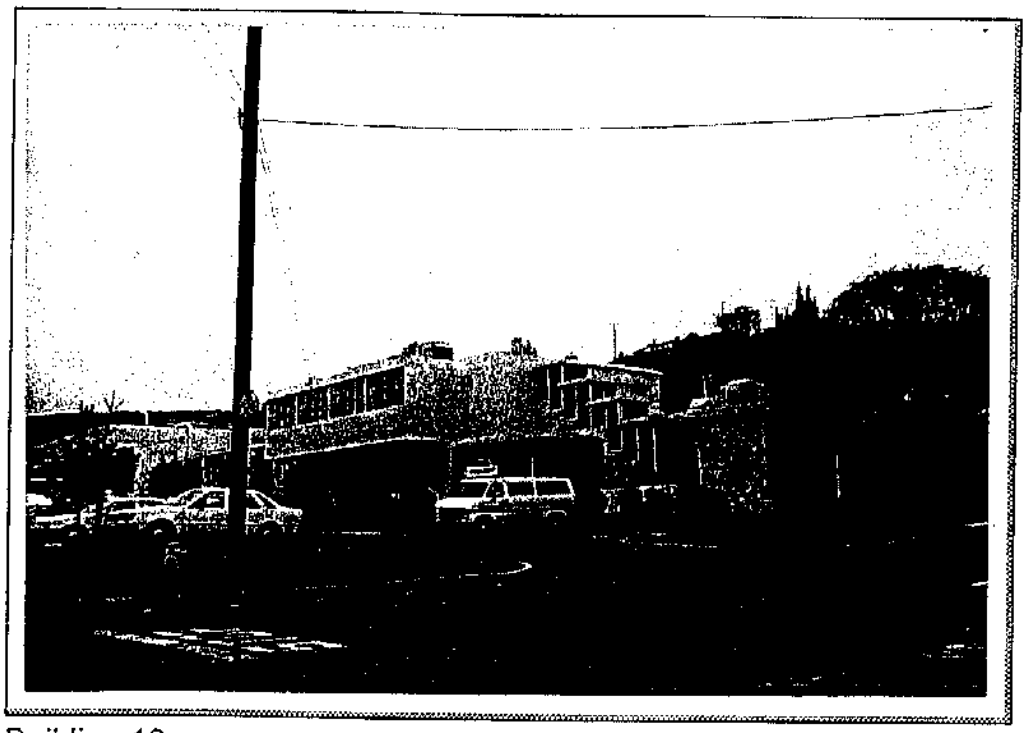
SITE

General Setting and Orientation

Proximal relationship to Building 2.

Historic Landscaping Design

Grove of sycamore trees in yard northeast of building.
Yard and planting east of building.
Yard south of building.



Building 10

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**10**
Bldg. Name:	Cafeteria
Date of Constr.:	1951
Architect:	H. L. Gogerty, Architect
Contractor:	unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Cafeteria
Present Use:	Vacant

Significance

Building 10, Hughes Aircraft's employee cafeteria, is one of the more architecturally interesting buildings on the complex. Cafeteria structures were of great concern for designers of industrial sites during the 1940s and 1950s. A growing awareness of the impact of working conditions on industrial efficiency and output caused increasing interest in facilities that could improve the quality of life for workers--such as the employee cafeteria. Substantial effort was put into designing distinctive and pleasant eating environments as well as employee lounges and after-work entertainment centers. The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr. Building 10 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern

California.

Original Plans

Drawings A1 - A10, H. L. Gogerty, Architect, for Hughes Aircraft Company, February 28, 1951.

Alterations

The "original plans" referred to above are titled as a remodeling of the Cafeteria, formerly known as Building S. The earlier structure is a wood structure of approximately 60 ft. by 100 ft. Its north and east walls were removed. Additions to the building encapsulated and exceeded in area the earlier construction: 72 ft. by 100 ft. on the east, a 13 ft. bay on the north, a partial second story above and a block of support spaces on the southwest corner. The 1951 construction, which is the great majority of the existing floor area and all of the exterior facades, is considered the original construction.

The following alterations are documented by drawings in the Hughes Aircraft Facilities and Design Layout Drawing Files, and were observed in the field. In 1973 the serving area was modified, reusing some existing equipment, from two U-shaped continuous serving lines to island serving stations. At the same time, suspended acoustical tile ceilings were added in the dining room, and interior finishes (paint, fascias, drapery, wood trim, paneling) were altered.

Accessibility for wheelchair users was improved in 1983 by the addition of a ramp at the southwest corner on the exterior. Later in the year, minor kitchen and dining room alterations were made, including a new color schedule.

GENERAL STATEMENT

Architectural Character

The Cafeteria, designed in the International Style in 1951, is two stories tall, clad in stucco, and has large steel casement window walls on the south facade. In International Style fashion, the building is composed of a series of simple box-like forms that are painted white. There is no exterior ornament. The second floor housed the executive dining room, which was reached by an exterior stair protected by a roof canopy which steps up in several increments. The building incorporates an earlier wood structure, which became the cafeteria serving line area between the kitchen and dining room. The earlier structure is completely enclosed by the newer work and is not visible on the exterior.

Designed to stand out against the standard utilitarian industrial architecture of most of the complex, the cafeteria's high-style character indicates the important role that the building played in industrial relations and make it one of the most architecturally distinctive on the site.

Condition of Fabric

The general condition of the building is poor due to possible structural problems at the earliest portions of the building. The original Building S, which was encapsulated by later construction, is currently occupied by the kitchen and serving areas west of the large dining room. The floor is uneven and in deteriorated condition; there is evidence of chronic problems and continuing failure. This portion of the building in particular should be evaluated for structural conditions at the foundations and floor framing.

The commercial kitchen finishes are in poor condition. The substrate and finishes used for walls and floors are not durable for commercial kitchen applications, and are heavily worn.

Water, most likely from roof leaks, has damaged wall finishes at the east end of the building.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	100, approximately (irregular)
Length in feet:	132, approximately (irregular)
Gross square feet:	20,728
No. stories:	two

Parti

The building is a one story rectangular block with a partial second story cantilevered on one side. Approximately half of the space is one large room with a low-pitched gable roof. The balance is flat roofed and subdivided into smaller spaces.

Foundation

The general condition of the building is poor due to possible structural problems at the earliest portions of the building. The original Building S, which was encapsulated by later construction, is currently occupied by the kitchen and serving areas west of the large dining room. The floor is uneven and in deteriorated condition; there is evidence of chronic problems and continuing failure. This portion of the building in particular should be evaluated for structural conditions at the foundations and floor framing.

Walls

Walls are framed in wood studs and finished with painted cement plaster.

Structural System

The structure is primarily wood framing, with flanged steel beams and steel columns at major spans.

Porches, Stoops & Balconies

A simple flat canopy covers steps and a landing at grade at the main entrance to the serving area on the north facade. The most distinguishing feature of the building other than windows is the canopy on the north facade which steps up in four stages, supported by pipe columns, over the exterior stairs to the second floor executive dining room.

Another simple, flat roofed canopy covers a broad landing at the south, accessible entrance to the serving areas and dining rooms.

Chimneys

None.

Openings

Steel casement windows comprise a large proportion of the south, front facade. Continuous, tall bands of windows light the dining room to the east, the serving area to the west, and the second floor executive dining room which cantilevers beyond the serving area.

Roof

Roofs are substantially flat. The low-pitched gable roof over the dining room at the eastern portion of the building is flat enough not to comprise a visual element of the building. Water damage at the eastern end of the building indicates that the roof is in poor condition and needs repair or replacement.

DESCRIPTION OF THE INTERIOR

Floor Plans

The largest space in the building is the dining room, which opens to the north. Smaller dining and offices spaces adjacent to the south, and toilets and a dishwashing room comprise the rest of the eastern portion of the building.

Most of the western portion of the building is occupied by a large serving space which opens to the dining room on the east, and is supplied by a commercial kitchen to the west. The kitchen is served by storage rooms, employee lounges, and administrative offices on the south, and a delivery dock on the west.

A narrow stair connects the kitchen to a smaller kitchen and pantry on the second floor which opens to the executive dining room. Users enter the dining room from an exterior stair, passing down a short corridor past toilets. The second floor space sits above the serving space on the first floor.

Stairways

An exterior stairway provides user access to the second floor executive dining room from the northwestern corner of the building. A narrow, nondescript, enclosed stairwell provides staff access directly from the main kitchen to a smaller serving kitchen on the second floor.

Flooring

The dining room and executive dining room are finished in a synthetic fiber, multi-colored abstract patterned cut pile carpet. Carpet is also used at the office south of the dining room.

Sheet vinyl is found in the kitchen, toilet at the dining area, second floor corridor, and second floor men's toilet. Vinyl composition tile is used in the first floor men's toilet, and storage rooms.

Ceramic tile is used only in two toilets, the women's room near the dining room, and the unisex toilet on the second floor.

Wall Finishes

Wall finishes are generally painted plaster. Ceramic tile walls are found in the following toilets: Men 108, Men and Women 205, and Women 106A. The latter toilet has pale green 4" by 4" glazed ceramic tile with a low cushion; matching material was used in Building 1. Kitchen walls are covered by prefinished wall panels, subsequently painted, in addition to painted plaster and gypsum board.

The only decorative finishes are alterations after the period of significance found in two smaller dining rooms. The executive dining room walls are framed into panels by stained wood trim. The panels are finished by a variety of coverings, including two different textured vinyls and rough sawn stained vertical square edge wood boards.

Ceiling Finishes

The dining room ceiling is 2 ft. by 4 ft. acoustical tile laid into a suspended metal T-bar grid. The original ceiling finish, 1 ft. by 1 ft. surface adhered beveled edge perforated acoustical tile, is still in place at the underside of the roof deck. Similar suspended ceiling systems exist in the executive dining room, serving area, and smaller dining room; all have the original perforated tile still in place above. Painted plaster ceilings were used in the toilets and kitchen.

In the storage and telephone panel room south of the office space adjacent to the main dining room, painted beveled edge shiplap wood sheathing is exposed, supported by 4 inch nominal width wood joists.

Leaking has damaged ceiling finishes at the east end of the building.

Openings

Steel casement windows are described above. Storage rooms 116A and 116B have five jalousie units high on the south wall. In general, small high windows are used on the south facing support spaces.

Original entrance doors have been replaced with tempered glass and anodized aluminum narrow stile doors. Interior doors are mostly painted flush doors, though there is one each flush door with stained wood veneer and simulated wood laminated plastic veneer.

Decorative Features & Trims

There are no decorative features other than decorative wall finishes described above.

Hardware

All door hardware is utilitarian.

Electrical Equipment

Recessed 2 ft. by 4 ft. fluorescent troffers are found at suspended acoustical tile ceilings. Commercial surface mounted and pendant fluorescent fixtures are used at other ceiling types.

The surface mounted fluorescent lighting fixture in the second floor kitchen (space 205) may be original construction and is of a character consistent with the period and style of the building construction.

Mechanical Equipment

The kitchens have exhaust hoods as required for commercial kitchen food preparation.

Original Furnishings

Most food preparation equipment has been removed from the kitchens, but several pieces remain in the two kitchen spaces. The ranges in the first floor kitchen are in poor condition. The stainless steel serving tables in the serving area, some of which were part of the original serving lines, are in fair condition.

SITE

General Setting and Orientation

Building 10 stands with Buildings 11, 17 and 18 at the southern-most portion of the District, separated by Bluff Creek Drive and near the foot of the Westchester Bluffs. The western end of

the north, main elevation faces the north-south circulation space which aligns with Centinela Avenue as one of the primary organizing elements of the District.

The north facade where the main entrances are located historically faced a narrow driveway at the face of the building, and planters with trees and shrubs at the adjacent parking lot. The new alignment of Bluff Creek Drive places the right-of-way very close to the facade. The east end of the building is joined to Building 11; the paved driveway and industrial buildings will be replaced by planting associated with the Riparian Corridor. Building 11 also joins the south facade. The realignment of Bluff Creek Drive and development of the Riparian Corridor will alter the prospect at the south facade from paved parking lot to a planted Riparian Corridor at the base of the Westchester Bluffs. The west facade will continue to face, visually, the north-south Centinela Avenue axis and circulation space, and the east facade of Building 17.

Historic Landscaping Design

The setting of the cafeteria building is generally softer, i.e., there is substantial planting rather than only paved circulation and parking surfaces. The space at the north facade has a planter which parallels the front of the building, and a planter which surrounds the parking aisle in front of the cafeteria and provides for a grade change to the lower elevations on the north and east. The shrubs and trees on the north side of the building are small and therefore probably not as old as the building. The several trees at the west facade are tall and mature.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 10

EXTERIOR

Walls

White-painted cement plaster walls.

Structural System

Wood framing with steel columns and hardware.

Porches, Stoops & Balconies

Exterior stairs, landings and coverings at main entrance to dining room on north elevation, exterior stair to executive dining room space on second floor, secondary exits from dining room at north and east elevations, covered entrance at south elevation.

Chimneys

Retain existing.

Openings

All existing frames, doors and sash, except for thin stile anodized aluminum frame and tempered glass doors.

Roof

Existing substantially flat roof decks.

INTERIOR

Floor Plans

Existing configuration of these spaces:

Serving room.
Dining room.
Dishwashing room.
Executive dining room and access corridor.

Stairways

Exterior stairway entrance to executive dining room.

Wall & Ceiling Finishes

Original dining room ceiling configuration of structural members and finish, above the existing suspended acoustical tile ceiling.

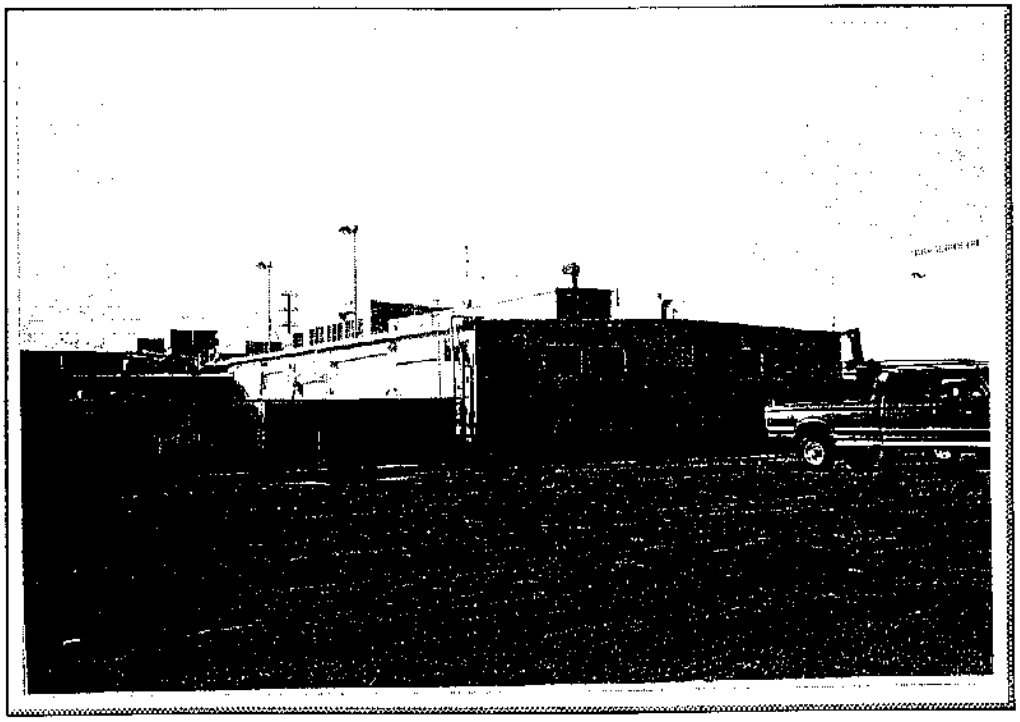
SITE

General Setting and Orientation

Front entrance and main facade facing north to open space, seen from the north-south circulation space which aligns with Centinela Avenue.

Historic Landscaping Design

Planters at the north facade.
Hardscape patio, planters and plants at north yard.



Building 11

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**11**
Bldg. Name:	Maintenance Building
Date of Constr.:	1941
Architect:	H. L. Gogerty, Architect
Contractor:	Unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Paint Shop
Present Use:	Vacant

Significance

Building 11 is one of the eight structures built by Hughes Aircraft Company on the site, during the earliest period of construction between 1941 and 1943. It was a support building used for vehicle repair and washing, carpentry, welding, and tool and parts storage and repair in 1949. The transportation section, with dispatch, storage, maintenance and administrative functions, was housed here until the site was vacated in 1994.

The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr. Building 11 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Original Plans

Relocation: Sheets U1, A1, S1, December 12, 1949; Donald R. Warren and Company, Engineers, for Hughes Aircraft Company.

Alterations

Relocation of "L"-Building: The structure was relocated from a site west of Building 5 when that Building was expanded to a site southeast and near Building S, which was incorporated into Building 10 at a later date. After being relocated, the former industrial paint shop was altered with partitions and other facilities to accommodate a vehicle repair shop and wash, carpenter shop, welding area, and tool and parts storage and repair.

The lean-to metal shed on the east side of the building is a later addition, not shown in the 1949 drawings.

GENERAL STATEMENT

Architectural Character

Building 11 was one of the earliest structures on the complex, built between 1941 and 1943. It is entirely utilitarian in design, clad in stucco, with few windows and a low pitched roof with a small penthouse. The building has a partial second floor and mezzanine. It is typical of the utilitarian design of mid-Twentieth Century architecture.

Condition of Fabric

The general condition of the building is fair due to lack of maintenance. There is water damage at the north end of the building, most visibly in the vehicular maintenance bays at the north wall, apparently due to roof failure.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	60
Length in feet:	120
Gross square feet:	12,761
No. stories:	2

Parti

The building is a one story rectangular block with a low-pitched gable roof and partial second story which appears as a penthouse.

Foundation

The first floor is a concrete slab on grade. There is no visible settling or water damage related to high water table or surface drainage.

Walls

The original exterior walls are finished in painted cement plaster. The lean-to shed on the east side of the building is enclosed by painted steel panels.

Structural System

The building's superstructure is post and beam, and wood stud framing, wrapped in cement plaster. The lean-to shed on the east side of the building is framed by steel pipe columns supporting light gauge roof joists and steel roof and wall panels.

Porches, Stoops & Balconies

An exterior stairway at the northeast corner provides access and a secondary exit across the roof to the offices on the partial second floor.

Chimneys

None.

Openings

The principal functions of the building operated from the west elevation, where overhead coiling steel doors opened to the dispatch and vehicular maintenance bays. Four high windows for light and ventilation characterized the otherwise blank south elevation. The 4-over-4 double hung wood windows at the second floor are consistent with the design and character of the 1949 remodeling, and may date from the original construction prior to the relocation.

Roof

Roof shape and elements provide visual identification for Building 11, which is otherwise without many distinguishing elements. The south elevation, which is clean and symmetrical in composition, exhibits the low-pitched gable section of the building. The partial second floor is set back at the north end of the building such that its roof line appears to be a penthouse. The second floor shed roof slopes down from west to east. A long narrow mechanical penthouse follows the ridge just north of the offices.

DESCRIPTION OF THE INTERIOR

Floor Plans

A 3-bay vehicular maintenance facility occupies the southwest corner, with overhead doors opening to the west. Parts storage rooms with a mezzanine are located east of the this space.

The dispatch operation for handling pick-up, delivery, and secure storage was located in a two-bay space with an overhead door to the north of the maintenance facility. A stairway to the second floor is located among the offices along the north wall.

A small office suite on the second floor has an opening to the long narrow mechanical penthouse.

Stairways

A stairway to the second floor is at the north wall. An exterior stairway at the northeast corner provides access too and secondary egress from the second floor office suite.

Flooring

First floor finishes are concrete. The second floor offices finishes are vinyl.

Wall & Ceiling Finishes

Painted plywood paneling and reeded wainscot trim in the maintenance facility match the finishes found in contemporary structures, particularly the western extensions of Building 5. These materials are water damaged by roof leaks.

Second floor office walls are painted plaster or gypsum board.

Openings

Interior doors are painted flush wood.

Decorative Features & Trims

None.

Hardware

Door hardware is utilitarian.

Electrical Equipment

Lighting fixtures are of the standard commercial type with fluorescent lamps.

Mechanical Equipment

There is no equipment other than conventional ventilating and toilet facilities.

Original Furnishings

None.

SITE

General Setting and Orientation

Building 11 stands with Buildings 10, 17 and 18 at the southern-most portion of the District, separated by Bluff Creek Drive and near the foot of the Westchester Bluffs. The longer rectangular axis of Building 11 runs north-south. The building is built onto Building 10 (the cafeteria) at Building 11's northeast corner, forming an "L". The location at the rear of Building 10 and absence of any but purely functional elements on the facades results in Building 11 not standing out on the site.

Because of the connection to Building 10, the only portion of the north facade which is exposed is the metal shed on the east side of Building 11. The east facade, which had been on a narrow circulation space facing the blank wall of an industrial building, will now be adjacent to planted areas related to the Riparian Corridor. The south elevation will face the Riparian Corridor, as well as the Westchester Bluffs. The west elevation opens to the space shared with the rear of Building 10, and faces the east elevation of Building 18.

Historic Landscaping Design

None.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 11

EXTERIOR

Walls

Painted cement plaster and wood trim.

Structural System

Wood framing: studs, joists, and sawn posts and beams.

Openings

Overhead vehicular door openings on west elevation.
Door and window frames and sash at the second floor.

Roof

Substantially flat roof; partial second floor with sloping roof in a monitor configuration.

INTERIOR

Floor Plans

Configuration of three-bay vehicular service space at southwest quadrant of building.
Configuration of dispatch space north of vehicular service space.

Stairways

Existing stairway to second floor at north end of building.

Wall & Ceiling Finishes

Exposed structural wood columns and beams in dispatch area.

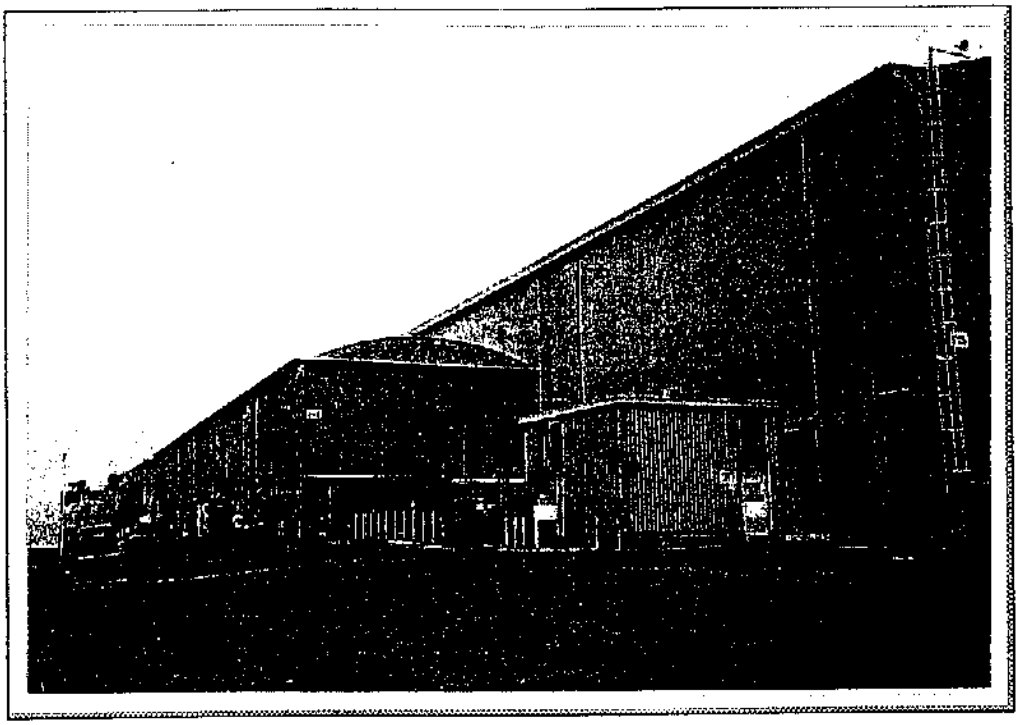
SITE

General Setting and Orientation

Attached to Building 10.

Historic Landscaping Design

Hardscape on east, south and west yards.



Building 14

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**14**
Bldg. Name:	Assembly Building
Date of Constr.:	1943
Architect:	H. L. Gogerty, Architect
Contractor:	Unknown.
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Production facility for flying boat project
Present Use:	Temporary uses, including film production

Significance

Building 14 was constructed, along with Buildings 15 and 16, for the flying boat project and was used as a production facility for components of that project. All major structures built during the war were constructed of wood due to the allocation of resources during World War II, and are related to the development of the "Spruce Goose." The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr.

Building 14 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Original Plans

Though the construction of Building 14 is contemporary with Buildings 15 and 16, original construction drawings were not located.

Alterations

Some self-supporting interior partitions have been added, primarily along the long south wall, which is the north wall of Building 15.

GENERAL STATEMENT

Architectural Character

Building 14, a utilitarian structure, ancillary to the much larger Building 15, is one story in height and has a roof formed by bowstring trusses. Its original wood clapboard siding was clad in vertical corrugated steel panels in 1971. This narrow rectangular structure runs along the north side of Building 15. It has almost no windows and doors are placed irregularly according to function. This building is typical of the utilitarian design, materials, and construction techniques used in mid-Twentieth Century industrial architecture.

Condition of Fabric

The condition of the historic fabric of the building is poor due to the nature of the materials and topographical conditions. The original exterior wood siding has been covered by aluminum siding and cannot be evaluated without removing the aluminum at sample locations. The concrete slab on grade has been cut and patched for industrial operations, and is not level in part due to the stress of changes in the water table caused by tides. Site topography and drainage causes flooding during heavy rains.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	51
Length in feet:	543
Gross square feet:	35,296
No. stories:	1

Parti

Building 14 is a long, very narrow tall one story building with a bow-shaped roof. One wall is formed by a longer and taller building which forms a backdrop.

Foundation

The existing concrete slab and superstructure are supported by caissons due to the alluvial soil and high water table.

Walls

Exterior walls are clad in aluminum siding over the original shiplap wood siding.

Structural System

The entire structure is framed in wood. Large sawn posts support bowstring trusses. The infill walls are framed in with wood studs, braces and blocking.

Porches, Stoops & Balconies

None.

Chimneys

None.

Openings

There are no windows. The principal openings are service doors along the north elevation.

Roof

Membrane covers the bow-shaped roof sheathing.

DESCRIPTION OF THE INTERIOR

Floor Plans

The original construction comprised one large interior space. Some lower interior partitions have been added along the south wall.

Stairways

There are no stairs other than stairs leading to mezzanine space over added interior partitions along the south wall.

Flooring

The floor is unfinished concrete. The condition is poor due to industrial wear, alterations, and variable water table.

Wall & Ceiling Finishes

The walls and ceiling are open to structure. Wood framing and diagonal wood sheathing on the outside are all exposed.

Openings

Openings in the south wall lead to Building 15.

Decorative Features & Trims

None.

Hardware

Door hardware is utilitarian.

Electrical Equipment

Pendant high intensity discharge sodium vapor lamps are used for lighting.

Mechanical Equipment

There is no conditioned air in the building.

Original Furnishings

None

SITE

General Setting and Orientation

The north facade stands at the historic circulation space which runs east west through the site and defines the north boundary of the District. New entertainment production facilities are planned at the northern edge of that space.

The east elevation faces the historic circulation space which runs north-south through the site, aligning with the extension of Centinela Avenue. New media industry production and office facilities are planned for the sites on the east which are vacated by the removal of Buildings 5 and 6.

The west elevation faces a site vacated by the removal of non-contributing structures. A large sound stage is proposed at that location.

Historic Landscaping Design

None.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 14

EXTERIOR

Walls

Rough-sawn fir shiplap siding.

Structural System

Wood framing: studs, joists, bowstring truss roof supports, diagonal wood sheathing.

Openings

Existing personnel and vehicular openings.

Roof

Low barrel vault form with built-up composition roofing membrane.

INTERIOR

Floor Plans

Original configuration of one large open space; existing interior partitions not character-defining.

Stairways

None character-defining.

Flooring

Concrete floor.

Wall & Ceiling Finishes

Open to structure.

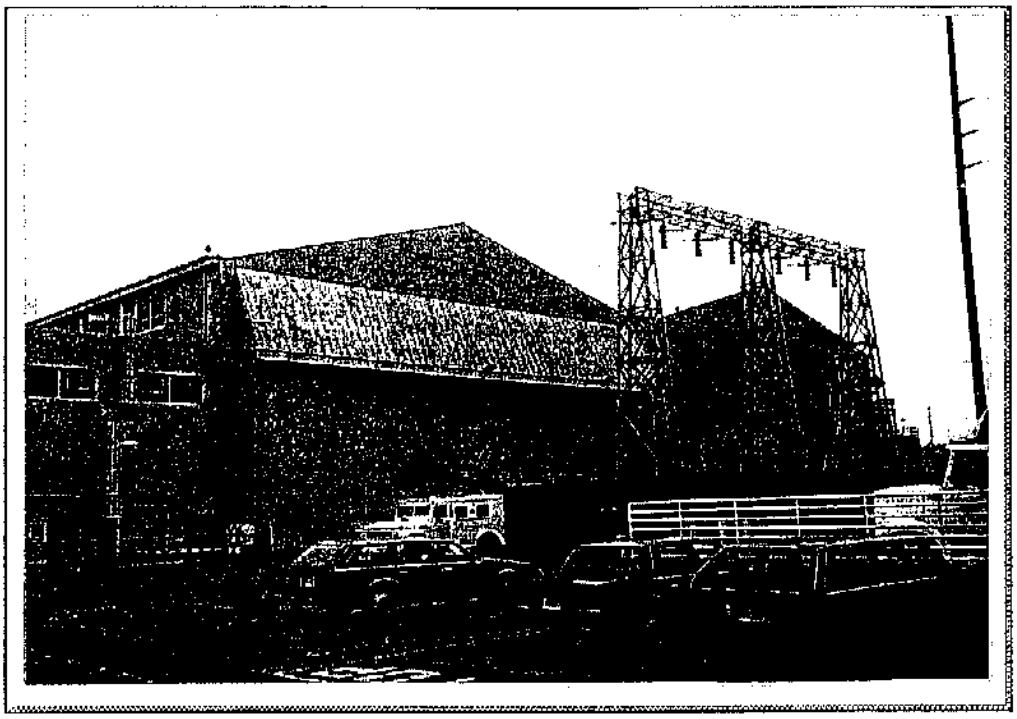
Openings

Existing openings to Building 15 to the south.

SITE

General Setting and Orientation

Defines south edge of principal east-west circulation space on the site.



Building 15

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**15**
Bldg. Name:	Cargo Building
Date of Constr.:	1943
Architect:	H. L. Gogerty, Architect
Contractor:	Unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Building
Present Use:	Temporary uses, including film production

Significance

Building 15 was constructed for the flying boat project and was used as a production facility for components of that project and for assembly of major components. All buildings were constructed of wood by contract due to the allocation of resources during World War II, and are related to the development of the "Spruce Goose". The laminated, molded wood technology used for the rigid frames supporting the roof was innovative, and paralleled the development of the "Duramold" process used in the fabrication of the flying boat aircraft. The resulting building is, in terms of footprint dimensions, volume, and free span floor area, one of the largest wood structures in the world. Building 15 is individually eligible for listing on the National Register of Historic Places.

The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr.

Building 15 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Original Plans

Original construction: Sheets A1-A9; A102, A110, A111, A112, A114, A115, September 9, 1943; H. L. Gogerty, Architect, for Hughes Aircraft Company.

Alterations

The original mezzanine structure stood 381 ft. long by 43 ft. wide at the east end of the structure. The corridor and office partitions were altered for "Electronic Offices and Laboratories" in 1950 according to plans drawn by H. L. Gogerty. At the same time, the mezzanine was enlarged by enclosing more space at the eastern end and building an enclosure 300 ft. long at the third level ("second mezzanine"). The total increase in floor area was 15,580 sq. ft. The latest documented alterations in 1981 are consistent with existing conditions on the second and third levels, which have relatively new ceiling and wall finishes.

Exterior walls were clad with aluminum panels (4 ft. by 12 ft.) in 1971. The existing 20 ft. by 80 ft. parts platform in the north hangar was added in 1979 for helicopter parts storage.

GENERAL STATEMENT

Architectural Character

Building 15 is made up of two long hangar bays. Thirty-eight pairs of laminated wood arches, shoulder to shoulder, unite the bays to form a single building with two gables and two identical free span spaces. A freestanding wood framed structure straddles the center where the arches meet, providing support spaces on the first level and a mezzanine level between the hangar bays. Walls are framed in wood and were finished in rustic wood siding; east and west end walls were finished in diagonal redwood siding. All original components were wood, including louvers, downspouts, and leaders. This building, because it was constructed completely of wood, is illustrative of the war-time shortage of metal and other standard industrial building materials. The materials and scale of this structure combine to make a unique landmark.

Condition of Fabric

The condition of the historic fabric of the building is poor due to the nature of the materials and topographical conditions. The original exterior wood siding has been covered by aluminum siding and cannot be evaluated without removing the aluminum at sample locations. The concrete slab on grade has been cut and patched for industrial operations, and is not level in part due to the stress of changes in the water table caused by tides. Site topography and drainage causes flooding during heavy rains.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	248
Length in feet:	742
Gross square feet:	249,350
No. stories:	1, with three mezzanine levels.

Parti

Two long rectangular gable roofed hangars, contiguous along the eaves line.

Foundation

The existing concrete slab and superstructure are supported by caissons due to the alluvial soil and high water table.

Walls

All walls are clad in aluminum siding. Originally the walls were framed in wood and finished in rustic wood siding. East and west end walls were finished in diagonal wood redwood siding arranged on horizontal 20 ft. by 8 ft. "movable panels." All components are wood, including louvers, downspouts, and leaders.

Structural System

Thirty-eight pairs of laminated wood arches, shoulder to shoulder, forming a single building with two gables and two identical free span spaces. A freestanding wood framed structure straddles the center line where the arches meet, providing support spaces on the first level and a mezzanine level for the two completely open assembly spaces. Some steel members were used originally, or have been added, to the central mezzanine structure.

An inspection report dated 1956 confirms oral reports from facilities staff regarding the need for ongoing observation and care of the laminated wood arches. The report maps every crack in every member, and remarks that additional bolting and stiffeners recommended by H. L. Gogerty had not been installed. The report recommends periodic check and tightening of bolts, annual inspection, reinforcement of larger cracks with plates and bolts, and removal and shortening of stiffeners so as not to restrain cross-grain shrinkage. The report was prepared by Ernest H. Lee, Jr., Structural Engineer. Field inspectors included Ben Benioff, who was identified as the structural engineer for Summerbell Roof Structures, the manufacturer of the arches.

Porches, Stoops & Balconies

None.

Chimneys

None.

Openings

Long north and south facades were characterized by a fixed wood sash from 22 ft. up to the eaves at 54 ft.; fixed sash units are 6 ft. x 8 ft., divided into six lights. The windows have been removed and paneled over with aluminum on the north elevation.

The original hangar doors are still in use on the east side of the south bay. The west hangar doors on the south bay appear to be boxed into aluminum cladding. Much smaller service doors are used on the east end of the north hangar, and the west end of both hangars.

Roof

A membrane roof covers the low pitched gable roofs.

DESCRIPTION OF THE INTERIOR

Floor Plans

Building 15 contains two very large hangar spaces separated by a 43 ft. wide, 3 story tall mezzanine structure.

Stairways

Stairs connect the hangar levels to the two upper mezzanine levels at the east, central, and west sectors of the mezzanine structure.

Flooring

The hangar floors are unfinished concrete. The condition is poor due to industrial wear, alterations, and variable water table.

The second level (first mezzanine) has level loop carpet and clear finished maple strip flooring laid in the long direction of the building. The third level flooring is fir strip flooring laid in the long direction of the building.

Wall & Ceiling Finishes

The hangar walls and ceilings are open to structure. Wood framing and diagonal wood sheathing on the outside are all exposed.

Typical wall finishes at the central mezzanine structure is painted horizontal wood sheathing at the first level, and diagonal wood sheathing at the second level.

The central mezzanine structure's ceiling and wall finishes are relatively new: 2 ft. by 4 ft. acoustical tile laid into a suspended metal T-bar grid, and painted gypsum board. At some locations an earlier ceiling finish is visible above the plenum: 1 ft. by 1 ft. beveled edge perforated acoustical tile.

Openings

Doors in the mezzanine structure are painted flush panels.

Decorative Features & Trims

None.

Hardware

Door hardware is utilitarian.

Electrical Equipment

Pendant high intensity discharge sodium vapor lamps are used for lighting in the hangars.

Mechanical Equipment

There is no conditioned air in the hangars.

Original Furnishings

Work tables and equipment used for testing and for assembly of wire harnesses remain on the open west end of the third level (second mezzanine). The open east end of the third level was also used for electrical assembly. Cages which were used to secure company records remain.

The height of the hangar spaces required that one-man wagons operating on tension cables be used for replacing light bulbs and tightening rigid frame bolts. That equipment remains at the top of the mezzanine structure.

SITE

General Setting and Orientation

The north facade stands at the historic circulation space which runs east west through the site and defines the north boundary of the District. This wall forms the south wall and a backdrop for the smaller Building 14 which attached at the north facade.

The east elevation faces the historic circulation space which runs north-south through the site, aligning with the extension of Centinela Avenue. New media industry production and office facilities are planned for the sites on the east which are vacated by the removal of Buildings 5 and 6.

The south elevation will retain its relationship to the south edge of the site, facing an improved Bluff Creek Drive and the Westchester Bluffs, as it rises above the shorter Building 16.

The west elevation faces a site vacated by the removal of non-contributing structures. A large sound stage is proposed at that location.

Historic Landscaping Design

None.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 15

EXTERIOR

Walls

Rough-sawn fir shiplap siding and diagonal redwood siding.

Structural System

Wood framing: studs, joists, laminated wood rigid frame, bowstring roof trusses, diagonal wood sheathing.

Openings

Existing personnel and vehicular openings.
Hangar doors at east facade.
Hangar doors framed opening (altered) on west facade.
Clerestory windows on south elevation.
Framed openings for clerestory windows (now covered) on north elevation.

Roof

Double gable roof with composition built-up roof.
Original wood gutters and rain leaders, if extant, under aluminum siding.

INTERIOR

Floor Plans

Original configuration of two large open hangar spaces.
Mezzanine spaces from the period of significance. This includes, in general, the walls in an east-west direction on all three levels, at the first and second levels which extend from the east elevation to the west elevation, the partially enclosed third level, and the open decks at the third level.

Stairways

Existing open stairways from first floor hangar spaces to upper level mezzanine floors.

Flooring

Concrete floor at hangar spaces.
Maple and fir strip wood clear finished or unfinished flooring at second and third floor mezzanines.

Wall & Ceiling Finishes

Open to structure at hangar spaces.

Openings

Existing openings to Buildings 14 and 16.

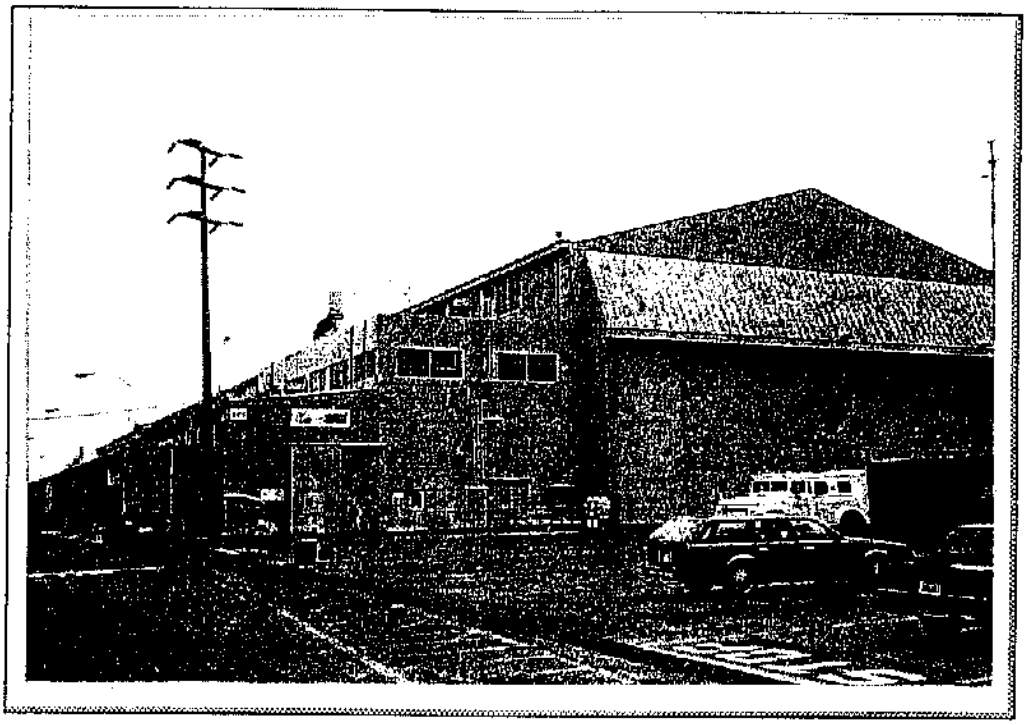
Mechanical Equipment

Rigging, cars and associated elements of original lighting maintenance system.

SITE

General Setting and Orientation

Defines west edge of principal north-south circulation space on the site, aligning with Centinela Avenue.



Building 16

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**16**
Bldg. Name:	Duramold Room
Date of Constr.:	1943
Architect:	H. L. Gogerty, Architect
Contractor:	Unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Manufacturing
Present Use:	Temporary uses, including film production

Significance

The birch for the flying boat was bent, formed under pressure, and laminated in Building 16. Building 16 was constructed for the flying boat project and was used as a production facility for components of that project. All major structures in that period were constructed of wood due to the allocation of resources during World War II, and are related to the development of the "Spruce Goose." The laminated, molded wood technology used for the rigid frames supporting the roof was innovative, and was tested in this building prior to the erection of Building 15.

The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr. Building 16 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Original Plans

Original construction: Sheets A1-A9; A102, A110, A111, A112, A114, A115, September 9, 1943; H. L. Gogerty, Architect, for Hughes Aircraft Company.

Alterations

The 20 ft. by 100 ft. open-sided lean-to shed on the south elevation was added in 1966. Interior partitions which subdivide the originally open space are not dated.

GENERAL STATEMENT

Architectural Character

Building 16, also known as the "Duramold Room", is an ancillary structure to the much larger Building 15, located on the south, and shares a wall with it. It consists of two parts: a taller, flat roofed, reinforced concrete structure and a longer, gable-roofed rectangular building which is nearly two-thirds the length of Building 15. The roof framing is similar to the laminated arches in Building 15, but smaller. Construction techniques were tested here as a prototype. Building 16 is an unadorned, box-like structure, typical of the utilitarian industrial architecture of the mid-Twentieth Century.

Condition of Fabric

The condition of the historic fabric of the building is poor due to the nature of the materials and topographical conditions. The original exterior wood siding has been covered by aluminum siding on the west elevation and cannot be evaluated without removing the aluminum at sample locations. The concrete slab on grade is not level in part due to the stress of changes in the water table caused by tides. Site topography and drainage causes flooding during heavy rains.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	68
Length in feet:	441
Gross square feet:	34,533
No. stories:	1

Parti

Building 16 comprises a long narrow rectangle with a low-pitched gable roof attached at one short end to a taller rectangular block with a parapet.

Foundation

The existing concrete slab and superstructure are supported by caissons due to the alluvial soil and high water table.

Walls

Walls are framed in wood and finished in rustic wood shiplap siding.

Structural System

The smaller "Duramold Room" is constructed of laminated wood arches similar to the larger frames used in Building 15. The boiler room at the east end of the Duramold structure is entirely reinforced concrete with a flat roof line.

Porches, Stoops & Balconies

There is a 20 ft. by 100 ft. open-sided lean-to shed on the south elevation

Chimneys

A reinforced concrete stack rises from the concrete boiler room at the east end of the building.

Openings

Personnel and service door openings are located on the south facade.

Roof

Membrane roofing covers the sheathing at the gable roof.

DESCRIPTION OF THE INTERIOR

Floor Plans

The original plans show two large rooms, the Duramold Room for retorts used in the wood forming process, and the adjacent boiler room. The Duramold Room has been subdivided by non-structural partitions.

Stairways

None.

Flooring

Unfinished concrete.

Wall & Ceiling Finishes

Originally, interior walls and ceilings were open to structure. Some interior finishes have been added in the former Duramold Room.

Openings

Personnel doors are flush panel.

Decorative Features & Trims

None.

Hardware

Door hardware is utilitarian.

Electrical Equipment

Lighting is provided by relatively new fluorescent tube fixtures.

Mechanical Equipment

The original boiler and control equipment remains in the boiler room. Original equipment and later additions were used as part of the site's utility plant until the site was vacated in 1994.

Original Furnishings

None.

SITE

General Setting and Orientation

The north side of Building 16 is the south wall of Building 15, which forms a visual backdrop. The east elevation faces the historic circulation space which runs north-south through the site, aligning with the extension of Centinela Avenue. New media industry production and office facilities are planned for the sites on the east which are vacated by the removal of Buildings 5 and 6.

The south elevation will retain its relationship to the south edge of the site, facing an improved Bluff Creek Drive and the Westchester Bluffs.

The west elevation faces a site vacated by the removal of non-contributing structures. A large sound stage is proposed at that location.

Historic Landscaping Design

None.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 16

EXTERIOR

Walls

Rough-sawn fir shiplap siding.

Structural System

Wood framing: studs, joists, laminated wood rigid frame, diagonal wood sheathing.
Reinforced concrete at boiler room.

Porches, Stoops & Balconies

Note: Storage lean-to shed of 20 ft. x 100 ft. at the south wall was constructed in 1966 and is not character-defining.

Chimneys

Reinforced concrete stack at boiler room.

Openings

Existing personnel and vehicular openings.

Roof

Low pitched shed roof with built-up composition roofing membrane.

INTERIOR

Floor Plans

Original configuration of one large open space; existing interior partitions not character-defining.

Flooring

Concrete floor.

Wall & Ceiling Finishes

Open to structure.

Openings

Existing openings to Building 15 to the north.

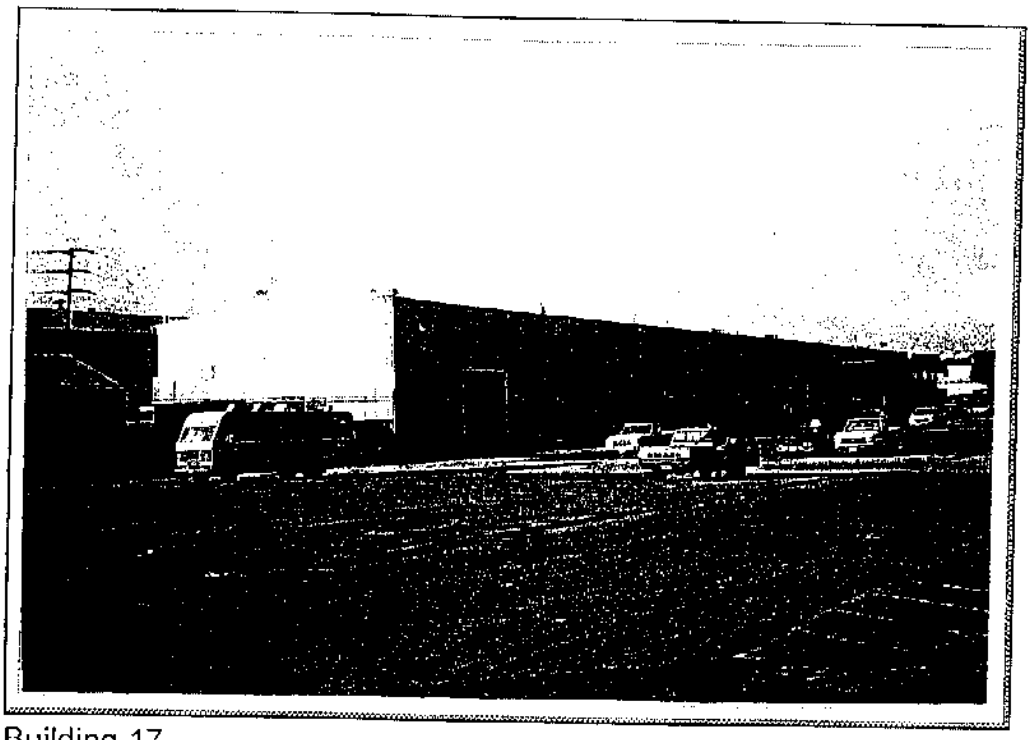
Mechanical Equipment

Boiler in boiler room.

SITE

General Setting and Orientation

Defines west edge of principal north-south circulation space on the site, aligning with Centinela Avenue.



Building 17

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**17**
Bldg. Name:	Plant Facility and Headquarters
Date of Constr.:	1951
Architect:	H. L. Gogerty, Architect
Contractor:	Unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Warehouse
Present Use:	Film Production

Significance

Known as the plant facilities building, Building 17 served Hughes Aircraft in many capacities. The medical center was housed here at one point, including first-aid, X-ray, physical therapy, and a testing lab. At times it housed industrial relations, the purchasing department, and later the plant facilities and engineering department. The building was constructed during the third period of construction, from 1950 to 1952. This period represents the maturation of Hughes Aircraft as a stable defense contractor, major employer, and developer of electronics applications for aerospace and defense.

The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr. Building 17 is a contributing structure in the Hughes Industrial Historic District. Primarily developed

between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Original Plans

Original construction: Sheets A1-A4, January 6, 1951; H. L. Gogerty, Architect, for Hughes Aircraft Company

Warehouse Building "Z": The structure is one-story with dimensions of 84' wide by 442' long. It is a steel framed structure with free span steel trusses at 20' on center, fitted with a low pitch gable roof. The exterior is clad in flat "Robertson UK 18/18" exterior siding. A 120' long x 14' wide canopy covers a loading dock near the southeast corner. The exterior articulation consists of loading and personnel doors and steel casement windows at the two eastern bays at the offices.

Alterations

Soon after drawings for the original shell building were completed in 1951, plans were made for construction of an 80 ft. long steel-framed mezzanine at the east end of the building, which is extant. In 1956 interior improvements for an employee medical center were completed in a 40 ft. by 120 ft. space at the ground floor, southeast corner of the building. Plans were drawn in 1972 for a 40 ft. by 60 ft. western extension to the mezzanine at the east end.

Floor conditions show that all of the building had been partitioned into corridors and work spaces. Those partitions have been removed for a large shop space in the eastern half of the building and a sound stage at the western end.

GENERAL STATEMENT

Architectural Character

Building 17, originally constructed as a warehouse, is a large high bay industrial building with a long rectangular plan. Steel frames support free span steel trusses at twenty feet on center which form a low pitched gable roof. The exterior is clad in painted flush steel panels. There is no exterior articulation other than loading and personnel doors, and steel casement windows at the two eastern bays. The mezzanine at the east end of the building was extended to the west in 1972. Building 17 has little architectural distinction, and its form, structure, and materials are typical of mid-Twentieth Century industrial architecture.

Condition of Fabric

Building 17 is in generally good condition.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	84
Length in feet:	442
Gross square feet:	49,907
No. stories:	1, with mezzanines.

Parti

Long, narrow, tall rectangular structure with a low-pitched gable roof.

Foundation

A concrete slab at the first floor is uniform throughout the building, raised above grade to accommodate a loading dock.

Walls

All exterior walls are "Robertson UK 18/18" painted flush vertical steel siding panels, clipped to the outside of the structural frame, continuous from the floor slab up to the eaves. Decorative Palos Verdes stone veneer flanks the personnel entrance under the canopy on the south facade.

Structural System

The building's transverse section is a series of deep trusses, shaped to form a low-pitched gable, supported by steel columns, spaced 20 ft. on center.

Porches, Stoops & Balconies

A small stoop stands at a personnel door on the north facade. An open, covered exterior stairway provides access and exiting from the second floor on the east elevation. A 120 ft. by 14 ft. canopy covers the original loading dock (now used for utility equipment) at the east end of the south facade. A smaller cantilevered canopy covers a personnel entrance nearer the center of the south facade and on the west facade.

Chimneys

None.

Openings

Three personnel doors are the only openings on the north facade except for steel casement windows at the east end. Multiple unit steel casement windows open on the first floor at the east end of the building at the north,

east and south facades. Smaller windows open to the upper level offices at the east end. Personnel doors provide access to office space at the first and second floors on the east facade.

The larger openings with roll-up doors are located on the south facade. A personnel door to lobby space opens at the south facade canopy. Three personnel doors open at the first floor on the west facade.

Roof

A membrane roof covers the low-pitched gable.

DESCRIPTION OF THE INTERIOR

Floor Plans

Building 17's main entrance is the personnel door at the center of the south elevation. A lobby space leads to a suite of offices which occupies the center portion of the structure.

East of the central office suite is a shop space currently used for motion picture production crafts. The shop is 8 bays and 160 feet long. The eastern end of the building is occupied by offices on the first floor and mezzanine.

West of the central office suite, extending to the west end of the building, is a 6 ½ bay, 130 ft. long sound stage.

Stairways

At the east end of the building, an interior stairway connects the first floor and mezzanine office suites. A second stair on the exterior, constructed of steel with a steel canopy, leads from the ground to the upper level suite.

Flooring

Offices suites are carpeted with a relatively new low level loop pile. The central suite retains earlier vinyl composition tile at corridors and toilets.

The craft shop and sound stage spaces are finished in a plywood working surface. Those areas not covered are finished in vinyl composition tile on concrete.

Wall Finishes

Offices suites walls are painted gypsum board. The shop and stage spaces have exposed exterior steel panels, and are partially finished in pressed wood panels.

Ceiling Finishes

All offices suites have 2 ft. by 4 ft. acoustical tile laid into a suspended metal T-bar grid. Part of the first floor suite at the east end is finished in 1 ft. by 1 ft. beveled edge perforated acoustical tile. The shop and stage spaces are open to the roof structure and deck.

Openings

Interior doors are painted flush solid core wood.

Decorative Features & Trims

None.

Hardware

Door hardware is utilitarian.

Electrical Equipment

Office lighting fixtures are relatively new fluorescent fixtures with wrap-around acrylic diffusers, and recessed troffers. The shop and stage spaces use pendant utility fluorescent fixtures. The stage also uses pendant enameled spun metal working lights.

Mechanical Equipment

Office spaces are conditioned with ducted air.

Original Furnishings

None.

SITE

General Setting and Orientation

Building 17 stands with Buildings 10, 11, and 18 at the southern-most portion of the District, separated by Bluff Creek Drive and near the foot of the Westchester Bluffs. The east elevation faces the north-south circulation space which aligns with Centinela Avenue as one of the primary organizing elements of the District.

The paved circulation and parking spaces on the south and west will be replaced by planting associated with the Riparian Corridor, though there will probably be paved service, loading and parking areas retained in this area. The realignment of Bluff Creek Drive and development of the Riparian Corridor will alter the prospect at the south facade from paved parking lot to a planted Riparian Corridor at the base of the Westchester Bluffs.

The north facade parallels and is similar in length to Building 16, separated by a historic circulation space which is the new right-of-way for Bluff Creek Drive. Bluff Creek Drive will be relatively close to the face of the building.

Historic Landscaping Design

None.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 17

EXTERIOR

Walls

Painted flush modular steel panels; very few openings, negligible fenestration.
Stone veneer finish at personnel entrance on south facade.

Structural System

Steel framing: columns support deep long-span trusses.

Porches, Stoops & Balconies

Canopies at personnel entrance and loading dock on south facade.
Loading dock on south facade.

Chimneys

None.

Openings

Existing openings: size and location, for vehicular and personnel access.

Roof

Low-pitched gable with membrane roof.

INTERIOR

Floor Plans

Corridor partition configuration at first floor at east end (former medical center).

Wall & Ceiling Finishes

Open to structure and exterior panels in large spaces.

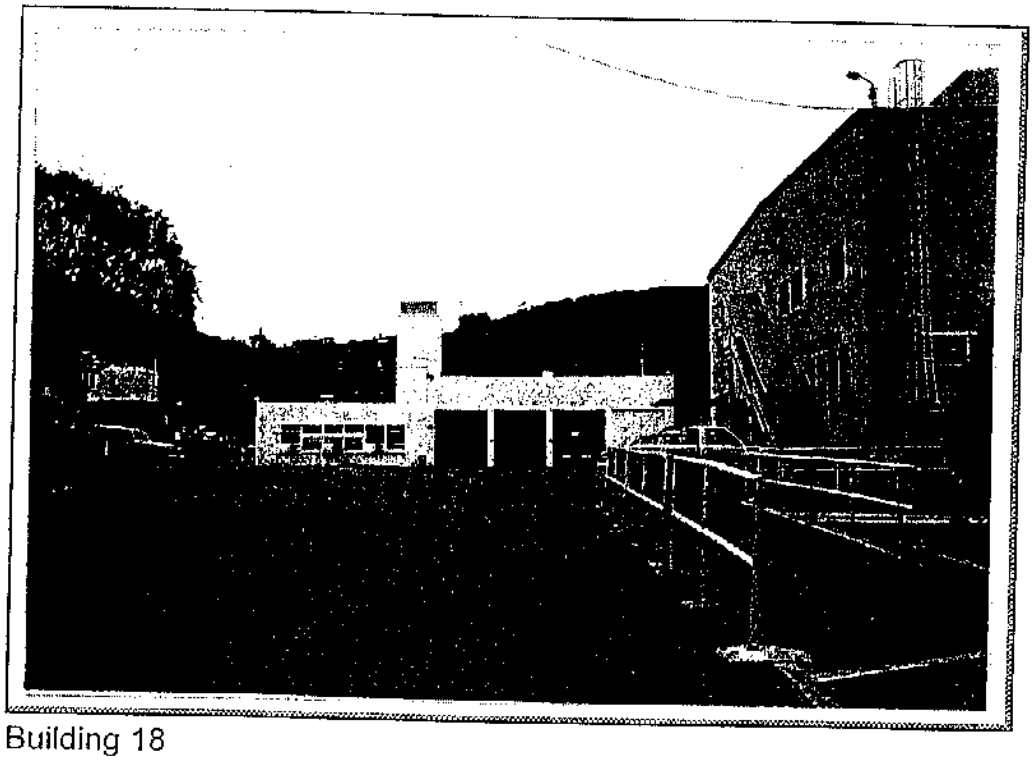
SITE

General Setting and Orientation

Follows primary east-west orientation of the larger structures in the District.
Aligns with the western edge of the primary north-south circulation space, which aligns with Centinela Avenue.

Historic Landscaping Design

Hardscape at all four facades.



Building 18

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**18**
Bldg. Name:	Fire Station
Date of Constr.:	1952
Architect:	H. L. Gogerty, Architect
Contractor:	Unknown.
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Fire Station
Present Use:	Vacant

Significance

The fire station is the only significant structure on the site which was not designed by H.L. Gogerty. Nevertheless, this small structure is achieved with notable simplicity and skill in mass and composition. Built during the later period of construction in the period of significance, the building is part of a group which represent the maturation of Hughes Aircraft as a stable defense contractor, major employer, and developer of electronics applications for aerospace and defense. Industrial facilities, spurred on by increasing regulation by the federal government, were showing interest in workplace safety and security. For large complexes such as Hughes, it became common to provide private fire fighting equipment and staff.

The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr. Building 18 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1953, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Original Plans

Original construction: Sheets 1 of 16-13 of 16, February 19, 1952; L. Rosendahl, Plant Engineering Department, Hughes Aircraft Company. Drawings prepared by Hughes' own engineering department, not H.L. Gogerty.

Alterations

A 10 ft. by 18 ft. room was added at the southeast corner in 1974. The painted cement plaster structure matches adjacent existing construction. The original function was maintenance of fire extinguishers.

A second floor addition was planned for the east block of the building in 1979. The new space, which would have added offices, was not built.

The westernmost of four truck bays in the apparatus room has been partitioned off into an office and ready room. Non-structural, low partitions along the rear, south wall of the apparatus room have been added to create semi-private locker and dressing space. The aluminum and fiberglass roll-up doors and the infill in the western bay opening to the apparatus room replace the original four doors.

GENERAL STATEMENT

Architectural Character

The building footprint is 87 ft. by 36 ft. A 37 ft. by 51 ft. "Apparatus Room" on the west has an 18 ft. high plate line, and four truck bays with overhead doors. The eastern block of the building is 36 ft. x 31 ft. with a 9 ft.-6 in. plate line, accommodating offices, ready room and toilets. The 40 ft. tall hose tower is located at the southwest corner of the support block, adjacent to the apparatus room, visually tying the two masses together. Exterior finish and trim is extremely simple and clean: stucco walls, flush panel overhead doors and personnel doors, a single band of steel casement windows with operating awning sash at the offices, and horizontal louvers at the top of the fire tower.

Condition of Fabric

The general condition of the building is fair. Extensive peeling paint in the apparatus room is evidence of a lack of maintenance, deterioration due to lack of ventilation, and possible roof leaks.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Apparatus room

Width in feet:	37
Length in feet:	51
Gross square feet:	1,900
No. stories:	1

Eastern block

Width in feet:	31
Length in feet:	36
Gross square feet:	1,116
No. stories:	1
Hose tower	
Height in feet:	40

Total bldg. area: 3,068

Parti

A tall one story rectangular structure is joined to a shorter block on the east, all with flat roofs. A tall, slender tower stands behind the two masses where they join.

Foundation

The first floor is a concrete slab on grade. There is no visible settling or water damage related to high water table or surface drainage.

Walls

Exterior walls are white painted cement plaster.

Structural System

The structure is framed entirely in wood, utilizing trusses and steel tie rods to accomplish long free spans and tall slender masses.

Porches, Stoops & Balconies

None.

Chimneys

None.

Openings

Four overhead door openings on the north facade correspond to the four bays of the apparatus room. A band of steel casement windows is set into the north facade of the office block, not extending to the corners. There are no other significant door or window openings.

Roof

Behind the parapets, a built-up composition roof membrane covers a substantially flat roof.

DESCRIPTION OF THE INTERIOR

Floor Plans

The larger western wing is occupied by a 3 truck bays, the fourth having been replaced by a partitioned personnel space. The smaller eastern wing is bisected by a central corridor leading to the apparatus room. Toilets and lockers stand on the south side of the corridor. The administrative and security offices stand on the north side of the corridor. The hose tower at the rear of the building has a single door opening to the south, near the rear personnel door which opens to the apparatus room.

Stairways

None.

Flooring

The apparatus room has a concrete floor; the areas not used for vehicles are finished with vinyl composition tile. Toilets and the Mail Room have vinyl composition tile floors. The Office and Radio room floors are finished in carpet with vinyl base.

Wall Finishes

All original walls are painted plaster; the women's room has water damage at the west and south walls. The added fire extinguisher room has painted gypsum board. The hose drying tower has a galvanized sheet metal finish to 8 ft.; the east wall has water damage at the building roof line.

Ceiling Finishes

The Office and Radio Room have beveled edge perforated 1 ft. by 1 ft. acoustical tile finishes. All other finishes are painted plaster. The apparatus room ceiling is substantially water damaged, apparently by roof leaks and possibly due to lack of ventilation and space conditioning during the period of vacancy.

Openings

Interior doors are painted flush panels. The Men's Toilet door a simulated wood plastic laminate finish on the corridor side.

Decorative Features & Trims

None.

Hardware

Door hardware is utilitarian.

Electrical Equipment

Building 18 has a local transformer and main panel, and an emergency power system (though the generating source is unknown). Lighting fixtures are relatively new, pendant or surface-mounted 2 ft. by 4 ft. fluorescent fixtures with acrylic wrap-around fixtures.

Mechanical Equipment

Pendant radiant gas heaters are used in the apparatus room. The Men's toilet and locker room has an exhaust fan and recessed electric wall heater. The office and storage rooms have through-wall air conditioners.

Original Furnishings

Metal lockers remain in the Men's toilet and locker room. The apparatus room has metal storage racks, metal lockers, and wall-mounted coat-hanger poles and shelves. Security annunciator panels and a relatively new desk and chair are in the Radio Room.

SITE

General Setting and Orientation

Building 18 stands with Buildings 10, 11, and 17 at the southern-most portion of the District, separated by Bluff Creek Drive and near the foot of the Westchester Bluffs. The north, main elevation faces and is the visual termination of the north-south circulation space which aligns with Centinela Avenue as one of the primary organizing elements of the District. The east facade faces the west facade of Building 11.

The paved circulation and parking spaces on the south and west will be replaced by planting associated with the Riparian Corridor. The realignment of Bluff Creek Drive and development of the Riparian Corridor will alter the prospect at the south facade from paved parking lot to a planted Riparian Corridor at the base of the Westchester Bluffs.

Historic Landscaping Design

None.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 18

EXTERIOR

Walls

White painted cement plaster.

Structural System

Wood frame.

Chimneys

Hose-drying tower, cement plaster finish and horizontal louvers.

Openings

Three overhead door frame openings at apparatus bay space (aluminum and fiberglass doors are not character-defining).
Personnel doors.
Steel casement windows.

Roof

Substantially flat roofs with built-up composition membrane.

INTERIOR

Floor Plans

One three-bay apparatus room.
Ready-room west of apparatus room.
Corridor configuration in office and dressing room wing east of the apparatus room.

Wall & Ceiling Finishes

Painted plaster.

Openings

Door from apparatus room to office and dressing room.

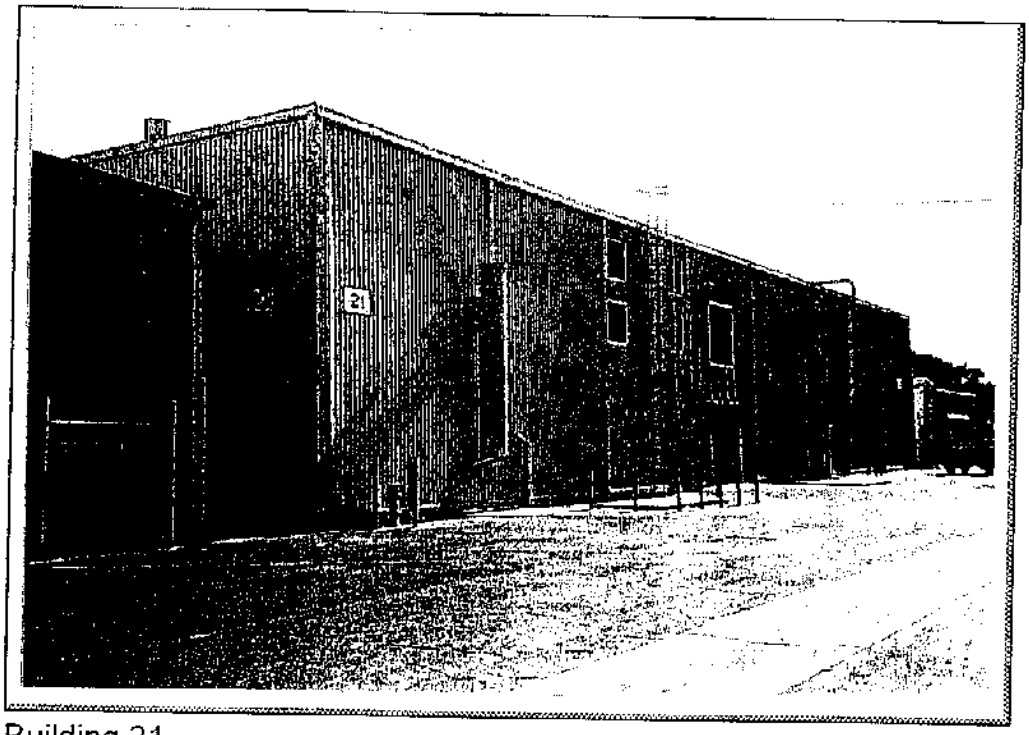
SITE

General Setting and Orientation

Terminates axis of primary north-south circulation space which aligns with Centinela Avenue.

Historic Landscaping Design

Hardscape on four facades of building.



Building 21

Project address:	6775 Centinela Ave., Los Angeles, CA 90094
Bldg. No.:	**21**
Bldg. Name:	Prototype Manufacturing
Date of Constr.:	1951
Architect:	H. L. Gogerty, Architect
Contractor:	Unknown
Present Owner	Playa Capital Company, LLC
Occupant:	None
Original Use:	Industrial research facility
Present Use:	Vacant

Significance

Built specifically as an industrial research facility, experimentation was conducted in the 50,000 square foot building which was instrumental to the testing of prototypes for aircraft development. It contained highly specialized equipment which was used to measure vibration, a Conrad Explosion Chamber, and a centrifuge. Building 21 is particularly significant for its role as a contributor to the testing and development facilities of the company. It belongs to the second major period of construction, after World War II. It represents the maturation of Hughes Aircraft as a stable defense contractor, major employer, and developer of electronics applications for aerospace and defense.

The site is one of the primary business venues of billionaire industrialist Howard Hughes, Jr. Building 21 is a contributing structure in the Hughes Industrial Historic District. Primarily developed between 1941 and 1945, and used continuously to the present, this assemblage of buildings represents both the physical evolution of the company and the important role it has played in the context of aviation and aerospace research and development in Southern California.

Original Plans

No original building plans were found in the Hughes archives.

Alterations

No alterations have been documented.

GENERAL STATEMENT

Architectural Character

Building 21 is a two-story utilitarian industrial building with little architectural distinction. The steel frame forms a low-pitched roof. The building's exterior envelope is of vertical steel corrugated panels. There are no windows. The form, structure, and materials of this building are typical of mid-Twentieth Century industrial architecture.

The interior is inaccessible due to hazardous materials.

Condition of Fabric

The condition of the exterior is good. The interior is inaccessible due to hazardous materials.

DESCRIPTION OF THE EXTERIOR

Overall Dimensions

Width in feet:	152
Length in feet:	162
Gross square feet:	49,248
No. stories:	2

Parti

Building 21 is a nearly square rectangle in plan with a substantially flat roof.

Foundation

Engineering construction drawings are not available. The superstructure stands on a concrete slab at grade.

Walls

All elevations are clad in painted corrugated steel panels. The rectangular corrugation is similar to buildings constructed in the same period, such as Building 1.

Structural System

Engineering construction drawings are not available and the interior is not accessible. It appears from observation through the single exterior window at the first floor that the superstructure is framed in flanged steel members.

Porches, Stoops & Balconies

None.

Chimneys

None.

Openings

There are no windows other than vision lights in doors at the first floor level. A loading door and ventilation louvers open on the north facade.

Roof

There is a membrane roof on a substantially flat surface.

DESCRIPTION OF THE INTERIOR

Floor Plans

The interior is inaccessible. Limited views from an exterior door light indicate that there is some interior partitioning and there may be a second floor or mezzanine.

Stairways

The interior is inaccessible.

Flooring

The interior is inaccessible.

Wall & Ceiling Finishes

The interior is inaccessible. Limited views from an exterior door light indicate that much of the interior may be open to structure.

Openings

The interior is inaccessible.

Decorative Features & Trims

The interior is inaccessible. Limited views from an exterior door light indicate that there are none.

Hardware

The interior is inaccessible.

Electrical Equipment

The interior is inaccessible.

Mechanical Equipment

The interior is inaccessible.

Original Furnishings

The interior is inaccessible.

SITE

General Setting and Orientation

The north facade stands at the historic circulation space which runs east west through the site and defines the north boundary of the District. New entertainment production facilities are planned at the northern edge of that space.

The east elevation faces a site to be vacated by the demolition non-contributing structures, facing the west elevation of Buildings 14, 15 and 16. A new sound stage is proposed to be attached to this elevation.

The south elevation will retain its relationship to the south edge of the site, facing an improved Bluff Creek Drive and the Westchester Bluffs.

The west elevation stands at the west edge of the District. Removal of non-contributing structures will provide an open space which may be used for surface parking or future entertainment industry production facilities.

Historic Landscaping Design

None.

Outbuildings

None.

CHARACTER-DEFINING FEATURES: BUILDING 21

EXTERIOR

Walls

Painted corrugated steel siding.

Structural System

Steel frame.

Openings

Existing doors.

Roof

Low-pitched gable with built-up composition membrane.

INTERIOR

Note: The owner has not provided access to the interior of Building 21 because of the presence of hazardous materials. Observation was limited to a single light in one door on the north elevation.

SITE

General Setting and Orientation

Building orientation is east-west, similar to the larger structures on the site.
The north elevation is south of the primary east-west circulation space defined by the north elevation of Building 14.

Historic Landscaping Design

Hardscape on all four facades.

SECTION 3

REHABILITATION GUIDELINES

SECTION 3

REHABILITATION GUIDELINES

3.1 GENERAL PRINCIPALS OF REHABILITATION

To protect the integrity of the District, the rehabilitation, repair and maintenance of Contributors shall conform with the Secretary of Interior's Standards and Guidelines for Rehabilitation. According to the Secretary of the Interior's Standards and Guidelines for Rehabilitation (the "Standards"), rehabilitation is "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural and cultural value." The Standards are included in the Appendices.

The Guidelines for Rehabilitation are based, in part, on the Standards and include the following principles:

(I) Rehabilitation of Contributors should respect the historic significance and architectural character of the structure.

(ii) The ability of the site and the structures on the site to be used for economically productive purposes is of utmost importance to the long term maintenance and retention of the resource. Therefore, these guidelines shall be applied in a manner which provides for functional and operational flexibility.

(iii) Where new uses are required, adapt Contributors for reuse, if feasible and appropriate to the historic integrity of the structure.

3.2 PRE-REHABILITATION ASSESSMENT

Prior to commencing rehabilitation on any Preserved Building, the following guidelines should be followed:

(I) Identify, retain, and preserve spaces and features that are important in defining the overall historic character of the building. Refer to Section 2.5 for identification of character-defining features.

(ii) Evaluate the overall condition of the material to determine whether repairs to features are necessary. Refer to Section 2.4 for a general description of building systems and materials, and comments on features which are not in good condition.

(iii) Develop a plan to stabilize the building in order to halt any deterioration.

(iv) Clean materials if necessary to halt deterioration or remove heavy soiling.

(v) If necessary, obtain conservation and rehabilitation treatment specifications for specific materials prior to commencing any work.

3.3 RECOMMENDED REHABILITATION APPROACH

Building 1

Exterior:

1 Improve site drainage to prevent flooding.
2 Major structural evaluation required at steel framing.
3 Retain and restore all exterior walls, doors and windows.
4 Match and repaint "Hughes Green" paint on corrugated metal cladding and windows.
5 Retain and replant unpaved yards on east, south and west.

Interior:

1 Retain corridor walls and configuration.
2 Retain corridor doors and their locations.
3 Retain finishes in the main entrance lobby, southeast quadrant of the second floor, southwest corner of the second floor, and northeast corner of the second floor.

Building 2

Exterior:

1 Improve site drainage to prevent flooding.
2 Retain and restore all exterior walls, doors and windows, canopies and gutters, patching exterior siding where later additions were removed.
3 Match and repaint "Hughes Green" paint on siding and windows.
4 Replace roofing membrane with new membrane with matching finish and texture.

Interior:

1 Major structural repairs required at foundation; evaluate structural conditions in superstructure.
2 Retain corridor configuration.
3 Retain and restore corridor finishes on the first floor on the north side of the transverse corridor at the existing tempered glass main entrance doors.
4 Retain and restore corridor finishes and fixtures on the north-south corridor at the northeast corner of the second floor.
5 Retain and restore office partitions, doors and interior finishes on the outside (east) wall on the north-south corridor at the northeast corner of the second floor.
6 Retain and restore diagonal wood sheathing finish in the stairwell at the southwest corner.
7 Retain and restore finishes in the stairwell at the northeast corner.
8 Leave existing exposed wood framing members exposed.
9 Retain concrete vault and wood casework on first floor.
10 Retain large open spaces at the southern end of the first and second floor; do not subdivide with full height partitions.

Building 3

Exterior:

1 Remove sheds on the north side of the building.
2 Retain and restore all exterior walls, doors and windows, canopies and gutters, patching exterior siding if later additions are removed.
3 Match and repaint "Hughes Green" paint on siding and windows.
4 Replace roofing membrane with new membrane with matching finish and texture.
5 Replicate missing original personnel and service doors.

Interior:

1 Evaluate structural condition of foundation and wood framing.
2 Remove full height partition which subdivides the space into two leaseholds.
3 Retain and restore lofts and interior stairs.
4 Retain interior finishes unpainted, open to structural framing and exterior sheathing.
5 Clean and retain unfinished concrete floors at grade.

Building 10

Exterior:

1 Retain and restore all exterior walls and windows; double anodized aluminum frame entrance doors on the south and north elevations may be replaced with a replication of the original doors, or new doors of an appropriate design.
2 Retain and repaint white paint color.

Interior:

1 Major structural repairs required at serving room and kitchen.
2 Retain space configuration of main dining room, serving room, and second floor spaces.
3 Remove suspended acoustical tile ceilings in main dining room and serving room; restore original ceiling configuration and finishes

Building 11

Exterior:

1 Remove metal shed on east side of building.
2 Retain and restore all exterior walls and windows.
3 Restoration of original openings on the west elevation is an acceptable alternative.
4 Retain and repaint white paint color.

Interior:

1 Retain space configuration of vehicular service bays and dispatch room.

Building 14

Exterior:

1 Removal of aluminum siding and restoration of original wood siding is desirable and acceptable but not required.
2 Retain all historical openings.
3 New openings are allowed only where functionally necessary, and shall be minimized and designed so as to not change the character of the facades.

Interior:

1 Retain to the extent possible a single, long open space.
2 Retain wherever possible existing open to structure framing and sheathing.

Building 15

Exterior:

1 Evaluate laminated wood rigid frames for condition and recommend a repair and maintenance program.
2 Improve site drainage in order to prevent flooding.
3 Removal of aluminum siding and restoration of original wood siding is desirable and acceptable but not required.
4 Retain all historic openings, including any encapsulated doors.
5 Replication of missing windows on the north elevation is desirable and acceptable but not required.
6 New openings are allowed only where functionally necessary, and shall be minimized and designed so as to not change the character of the facades.

Interior:

1 Retain space configuration of open hangars to the extent feasible.
2 Retain wherever possible existing open to structural framing and sheathing.

Building 16

Exterior:

1 Remove shed on south side.
2 Evaluate laminated wood rigid frames for condition and recommend a repair and maintenance program.
3 Improve site drainage in order to prevent flooding.
4 Removal of aluminum siding and restoration of original wood siding is desirable and acceptable but not required.
5 Retain all historical openings, including any encapsulated doors.
6 New openings are allowed only where functionally necessary, and shall be minimized and designed so as to not change the character of the facades.

Interior:

1 Wherever possible open the existing interiors to a single long space.
2 Wherever possible open the space to structural framing and sheathing.

Building 17

Exterior:

1 Retain and restore all exterior wall finishes, ladders, docks, canopies, doors and windows.
2 New openings are allowed only where functionally necessary, and shall be minimized and designed so as to not change the character of the facades.

Interior:

1 Retain the office suite configuration at the east end of the first floor; finishes may be changed.
2 Removal of interior finishes and partitions, exposing structure and sheathing, is acceptable.

Building 18

Exterior:

1 Retain and restore all exterior wall finishes, doors and windows.
2 Apparatus room doors may be replaced with doors replicating the original doors.
3 New openings are allowed only where functionally necessary, and shall be minimized and designed so as to not change the character of the facades.
4 Retain and repaint white color.

Interior:

1 Retain the original apparatus room configuration, office block corridor and office partitions, and hose-drying tower space.
2 Retain and restore wall and ceiling locations and finishes in the apparatus room.

Building 21

Exterior:

1 Retain and restore all exterior wall finishes, doors and windows, and ladders.
2 New openings are allowed only where functionally necessary, and shall be minimized and designed so as to not change the character of the facades.

Interior:

1 Retain open space, open to structural framing and exterior cladding wherever feasible.

3.4 EXTERIOR MATERIALS

Concrete and Masonry

Buildings 1, 16, 11, 17, 18 and 21

Exterior features (walls, planters, concrete slabs and retaining walls) as well as exterior surfaces and their treatment are important in defining the character of the building.

Buildings which have concrete exteriors or masonry detailing may exhibit the following conditions and, therefore, require maintenance and rehabilitation: impact damage at building corners; cracks; damage due to spalling; damaged ornamentation on friezes and columns; peeling paint; inappropriate patching methods.

Guidelines for Concrete and Masonry

1 Repair walls and other features where there is evidence of deterioration such as spalling, damp walls, or damaged concrete or masonry.

2 Sandblasting or any other abrasive cleaning methods shall not be used to prepare or clean exterior concrete or masonry. Pressure cleaning, whether by water or chemicals shall not exceed 200 pounds per square inch (PSI); 50 PSI is a desirable maximum pressure.

3 Repair concrete or masonry features by patching, piecing-in, or consolidating the concrete or masonry. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of concrete or masonry features when there are surviving prototypes, such as brackets, pilasters or chimneys.

4 Install a new concrete or masonry feature when the historic feature is completely missing. This should be an accurate reconstruction using historical, pictorial, and physical documentation when available. If documentation is not available, this may be a new design that is compatible with the size, scale, material, and color of the historic building.

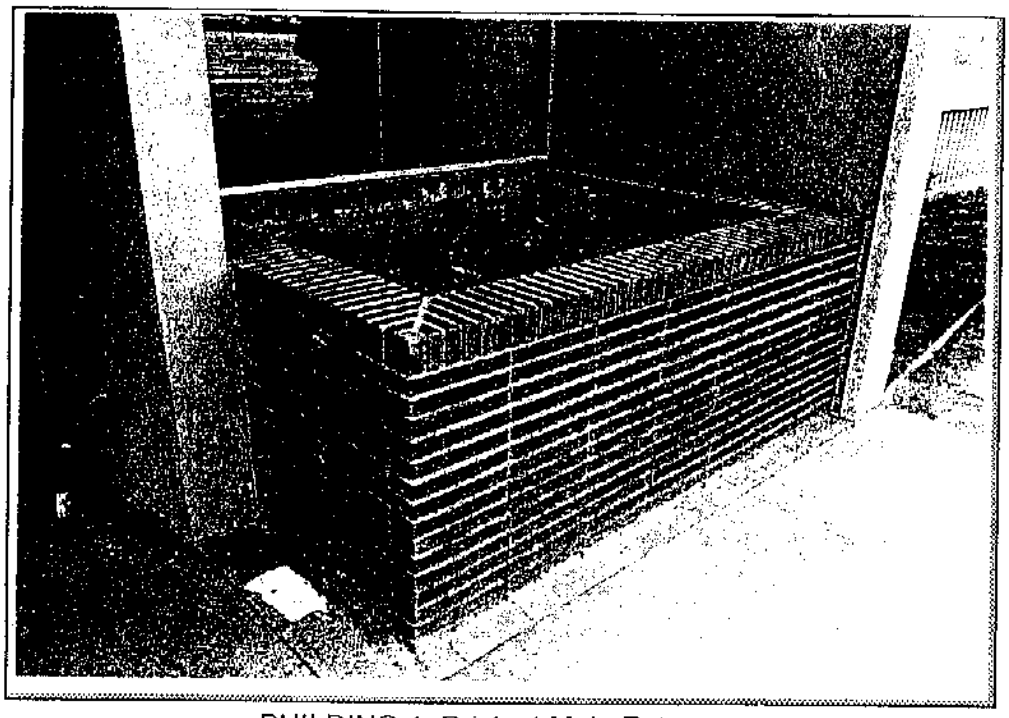
5 It is recommended, but not required, that the building be repainted with colors that are historically appropriate to the building.

6 Coatings on any above-grade surfaces shall have a permeability rating of at least 4 perms.

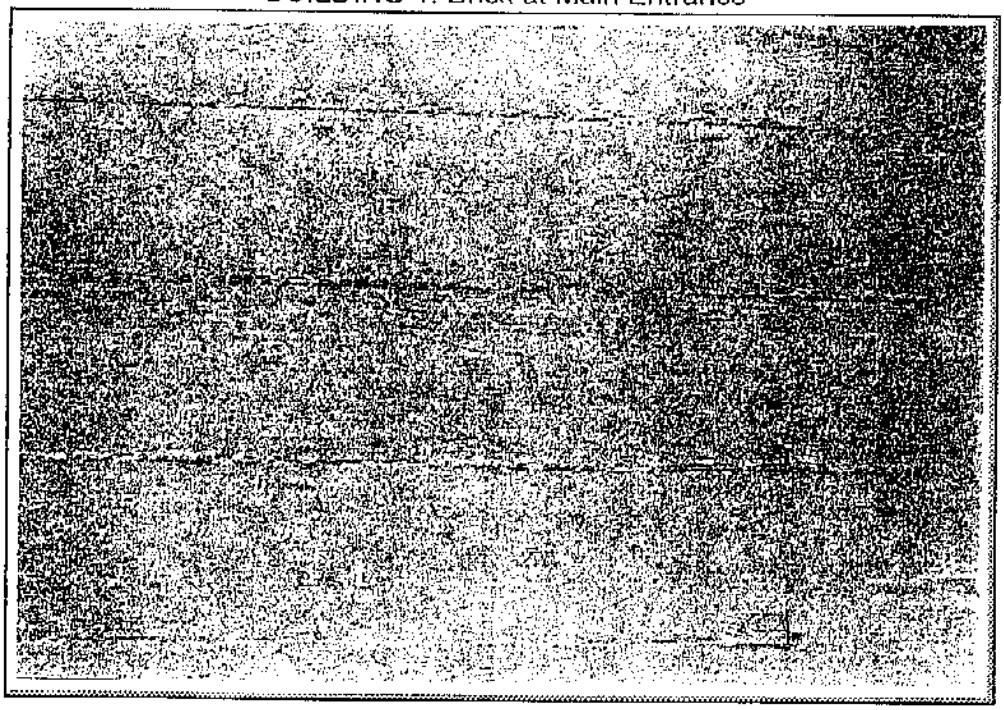
Reference:

Preservation Brief 1: The Cleaning and Waterproof Coating of Masonry Buildings
Preservation Brief 2: Repointing Mortar Joints in Historic Brick Buildings
Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings
Preservation Brief 15: Preservation of Historic Concrete
Preservation Brief 16: The Use of Substitute Materials on Historic Buildings Exteriors
Preservation Brief 23: Preserving Historic Ornamental Plaster

Concrete and Masonry



BUILDING 1: Brick at Main Entrance



BUILDING 16: Boiler House

BUILDING 17: Palos Verdes Stone Veneer

Stucco

Buildings 1, 10, 11 and 18

Exterior features and surfaces and their treatment (modeling, tooling, bonding patterns, joint size, and color) are important in defining the character of the building.

Buildings which have stucco exteriors may exhibit the following conditions and, therefore, require maintenance and rehabilitation: impact damage at building corners; cracks; damage due to spalling; peeling paint; inappropriate patching methods.

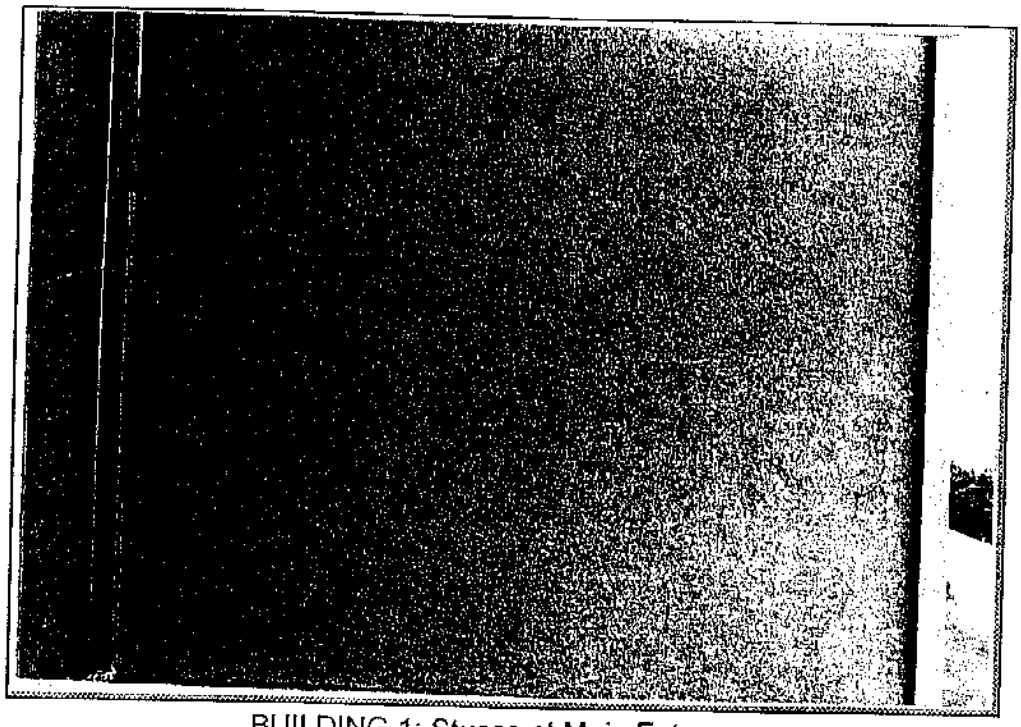
Guidelines for Stucco

1. Repair walls and other features where there is evidence of deterioration such as spalling, damp walls, or damaged stucco.
2. Sandblasting or any other abrasive methods shall not be used to prepare or clean exterior stucco. Pressure cleaning, whether by water or chemicals shall not exceed 200 pounds per square inch (PSI); 50 PSI is a desirable maximum pressure.
3. Repair stucco by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color, and texture.
4. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of masonry features when there are surviving prototypes, such as plaster brackets.
5. Install a new feature when the historic feature is completely missing. This should be an accurate reconstruction using historical, pictorial, and physical documentation when available. If documentation is not available, this may be a new design that is compatible with the size, scale, material, and color of the historic building.
6. It is recommended, but not required, that the building be repainted with colors that are historically appropriate to the building.
7. Coatings on any above-grade surfaces shall have a permeability rating of at least 4 perms.

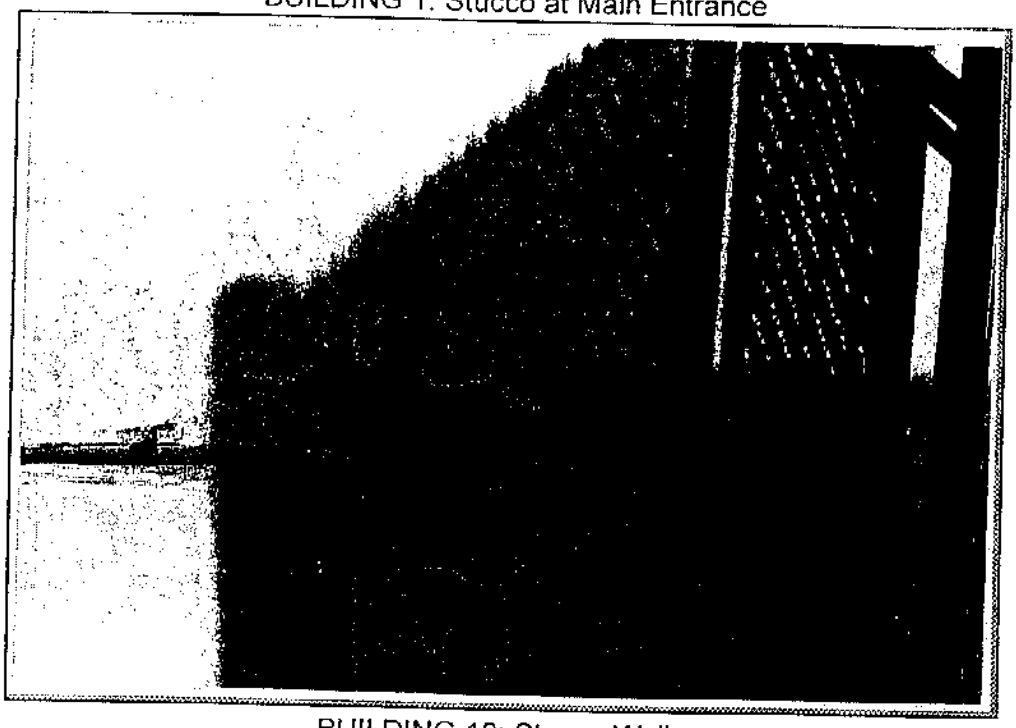
References:

Preservation Brief 1: The Cleaning and Waterproof Coating of Masonry Buildings
Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings
Preservation Brief 16: The Use of Substitute Materials on Historic Building Exteriors
Preservation Brief 22: The Preservation and Repair of Historic Stucco
Preservation Brief 23: Preserving Historic Ornamental Plaster

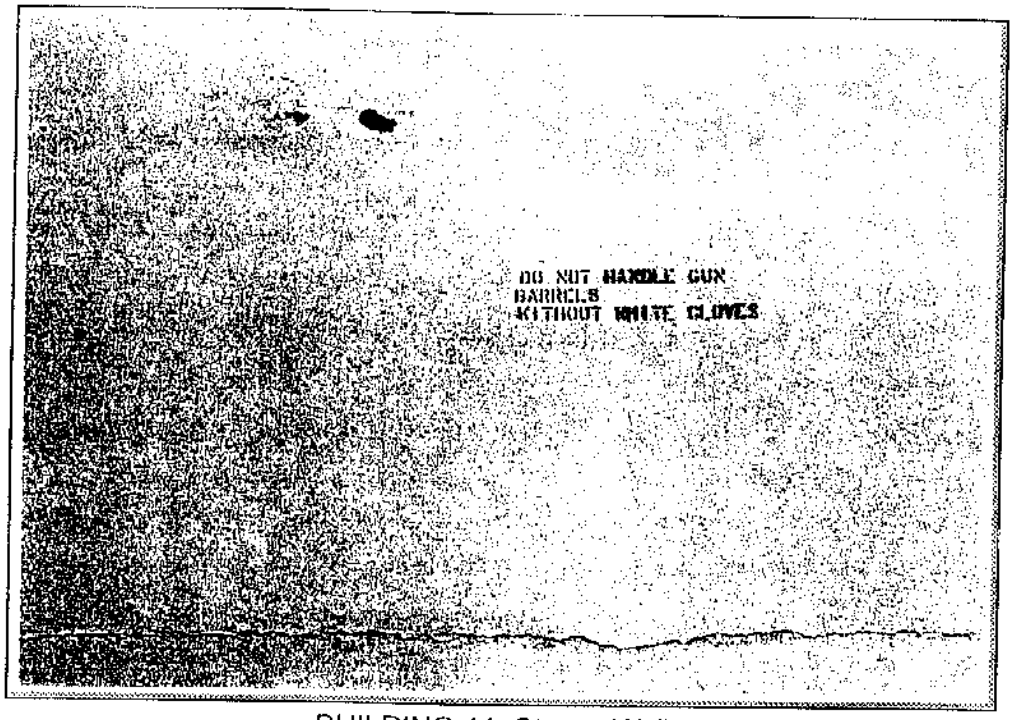
Stucco



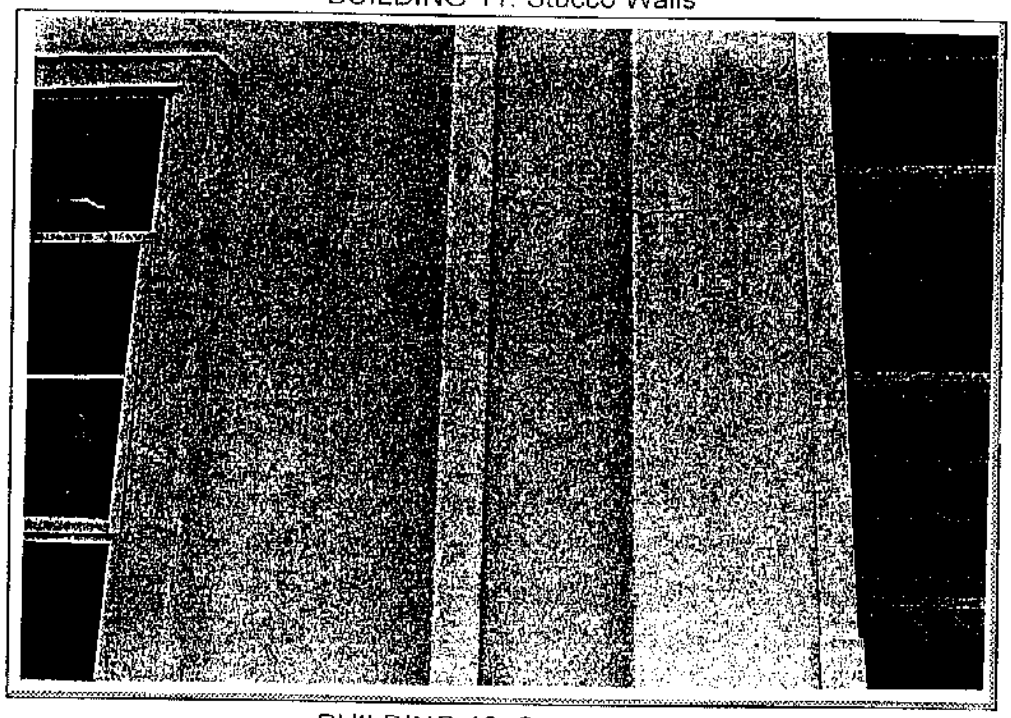
BUILDING 1: Stucco at Main Entrance



BUILDING 10: Stucco Walls



BUILDING 11: Stucco Walls



BUILDING 18: Stucco Walls

Wood

Buildings 2, 3, 14, 15, 16

Some buildings have wood siding. Other elements on these buildings, such as trim and gutters, are also wood.

Buildings clad in wood exhibit the following conditions which may require maintenance and rehabilitation: insect and fungus damage, deteriorating material due to water damage; weathering due to lack of paint.

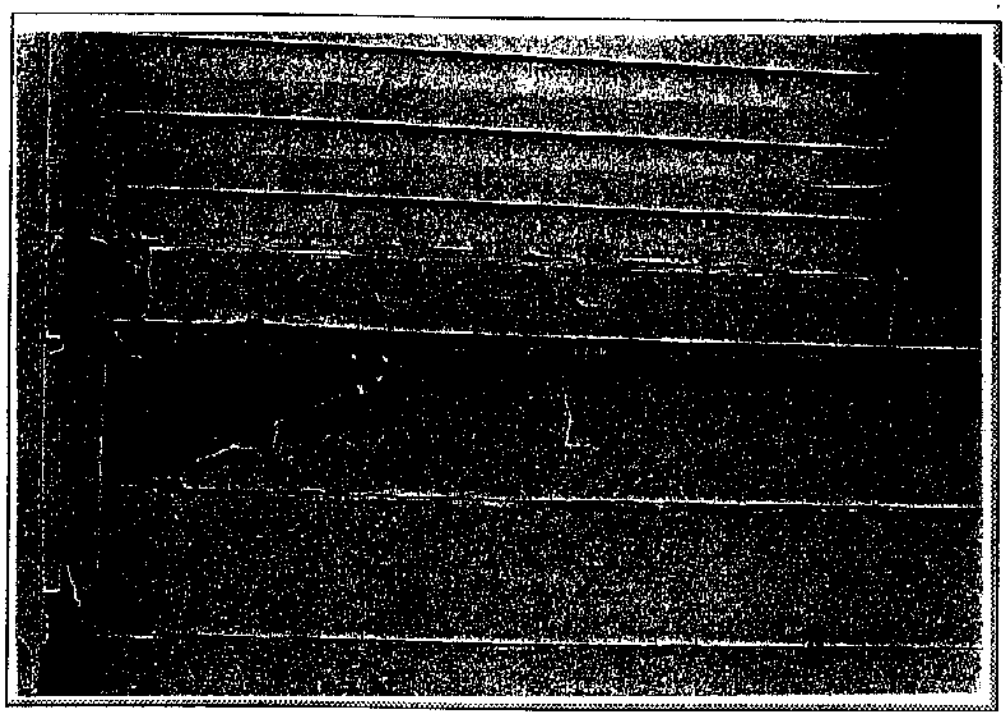
Guidelines for Wood

1. Evaluate the overall condition of the wood to determine the extent of protection, treatment and maintenance required.
2. Repair wood features by patching, piecing-in, consolidating, or otherwise reinforcing the wood using recognized preservation methods. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of features where there are surviving prototypes such as brackets, moldings, or sections of siding.
3. Design and install a new wood feature such as a cornice or doorway when the historic feature is completely missing. This should be an accurate restoration using historical, pictorial, and physical documentation. Where documentation does not exist, a new design that is compatible with the size, scale, material, and color of the historic building may be used.
4. Apply compatible paint coating systems following proper surface preparation. Sandblasting or any abrasive methods shall not be used to prepare or clean historic wood exterior elements. Pressure cleaning, whether by water or chemicals shall not exceed 200 pounds per square inch (PSI); 50 PSI is a desirable maximum pressure. Paint shall match existing surface thickness.
5. It is recommended, but not required, that the building be repainted with colors that are historically appropriate to the site.
6. Coatings on any above-grade surfaces shall have a permeability rating of at least 4 perms.

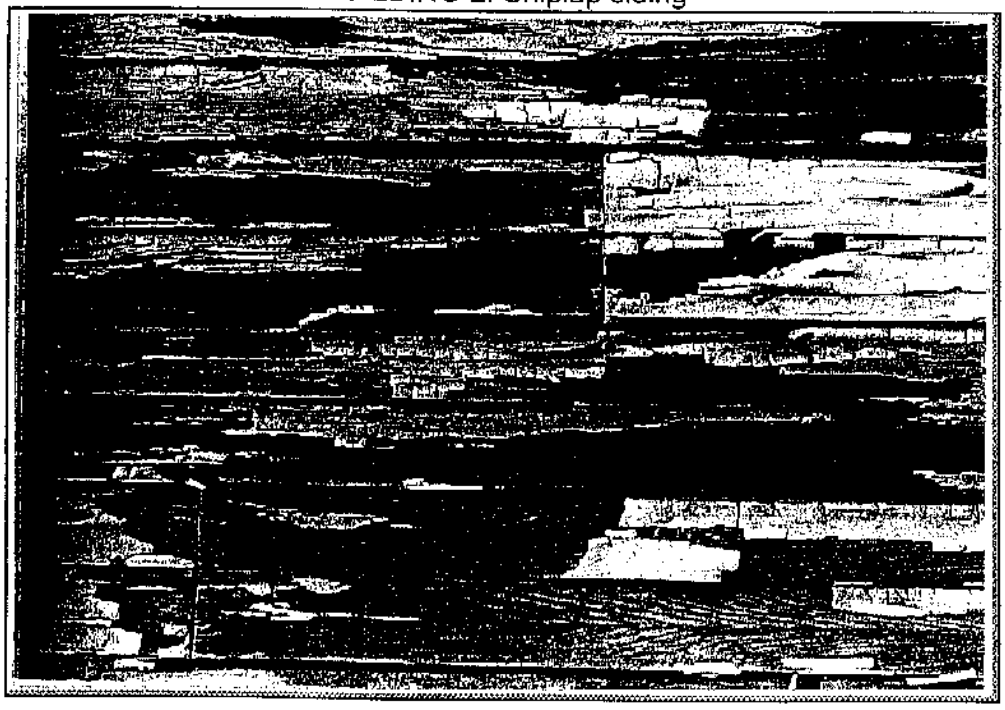
References:

Preservation Brief 6: *Dangers of Abrasive Cleaning to Historic Buildings*
Preservation Brief 10: *Paint Problems on Historic Woodwork*
Preservation Brief 16: *The Use of Substitute Materials on Historic Building Exteriors*
Preservation Tech Note: *Exterior Woodwork, Number 1, Proper Painting and Surface Preparation*
Preservation Tech Note: *Exterior Woodwork, Number 2, Paint Removal from Wood Siding*

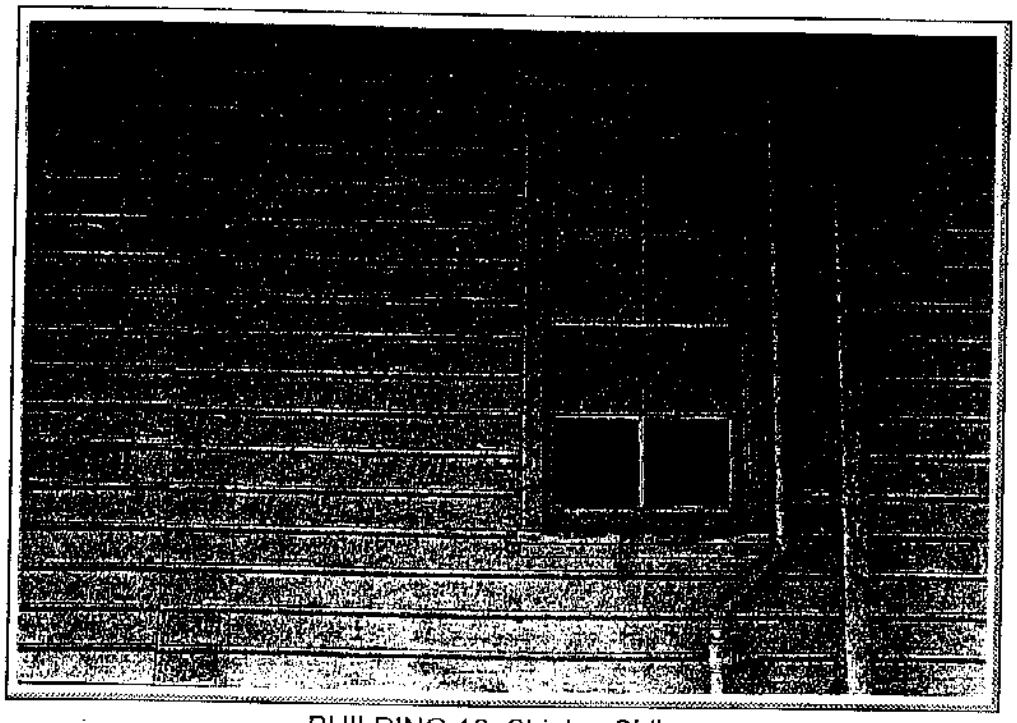
Wood



BUILDING 2: Shiplap siding



BUILDING 3: Shiplap siding



BUILDING 16: Shiplap Siding

Architectural Metals

Buildings 1, 4, 10, 11, 16, 17, 18, and 21.

Some buildings have elements of architectural metal such as cast iron, steel, aluminum, and zinc. These features include siding panels, canopies, cornices, windows, stairways, light fixtures, doors, and hardware.
Architectural metal features may require rehabilitation and maintenance due to weathering and corrosion.

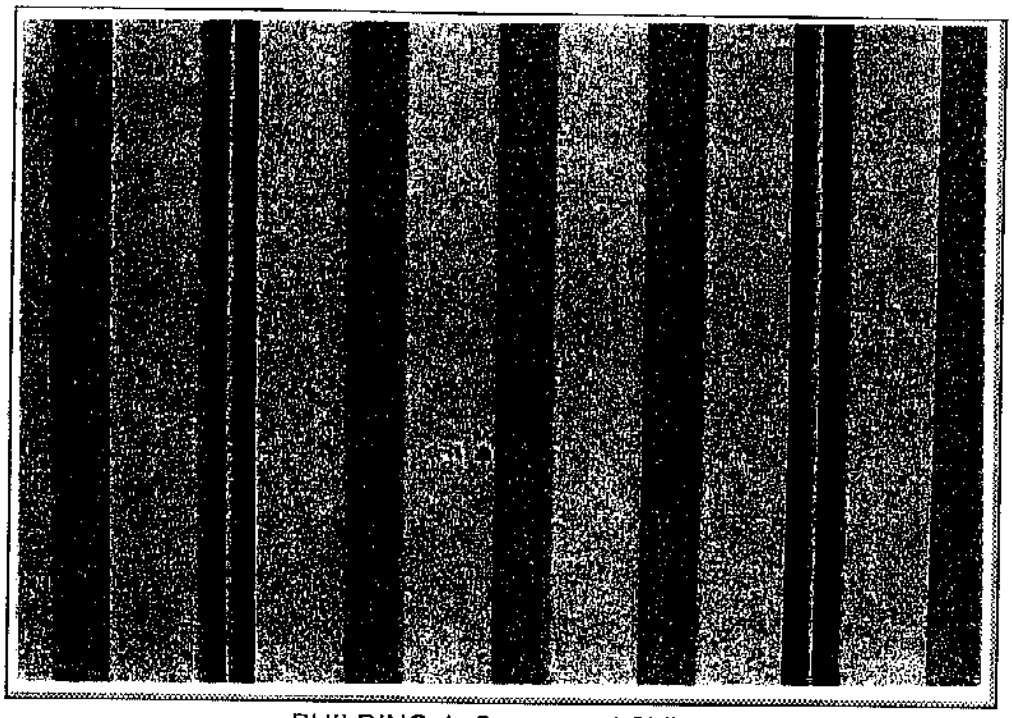
Guidelines for Architectural Metals

1. Identify, retain, and preserve architectural metal features such as cladding or fascias, stairways, ladders, gutters, louvers, light fixtures or doors that are important in defining the overall character of the building; and their finishes and colors.
2. Clean architectural metal, when necessary, with gentle nonabrasive cleaning methods to remove corrosion. Sandblasting shall not be used to clean historic metal surfaces.
3. Apply appropriate paint or other coating systems after cleaning in order to decrease the corrosion rate of metals or alloys. Specification of appropriate primers for metals, in particular ferrous metal and galvanized ferrous metal, is required in order to prevent recurring corrosion.
4. Repair architectural metal features by patching, splicing, or otherwise reinforcing the metal. Repairs may also include the limited replacement in kind, or with a compatible substitute material, of those extensively deteriorated or missing parts of features when there are surviving prototypes such as steel sash windows.
5. Design and install a new architectural metal feature such as an entry door or sheet metal cornice when the historic feature is completely missing. It may be an accurate reconstruction using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building.
6. If originally painted, it is recommended, but not required, that the architectural metals be repainted with colors that are historically appropriate to the building.
7. Anodized aluminum finishes on retained character-defining features shall when restoration is necessary be re-anodized with matching finishes, and shall not be finished with opaque coatings.

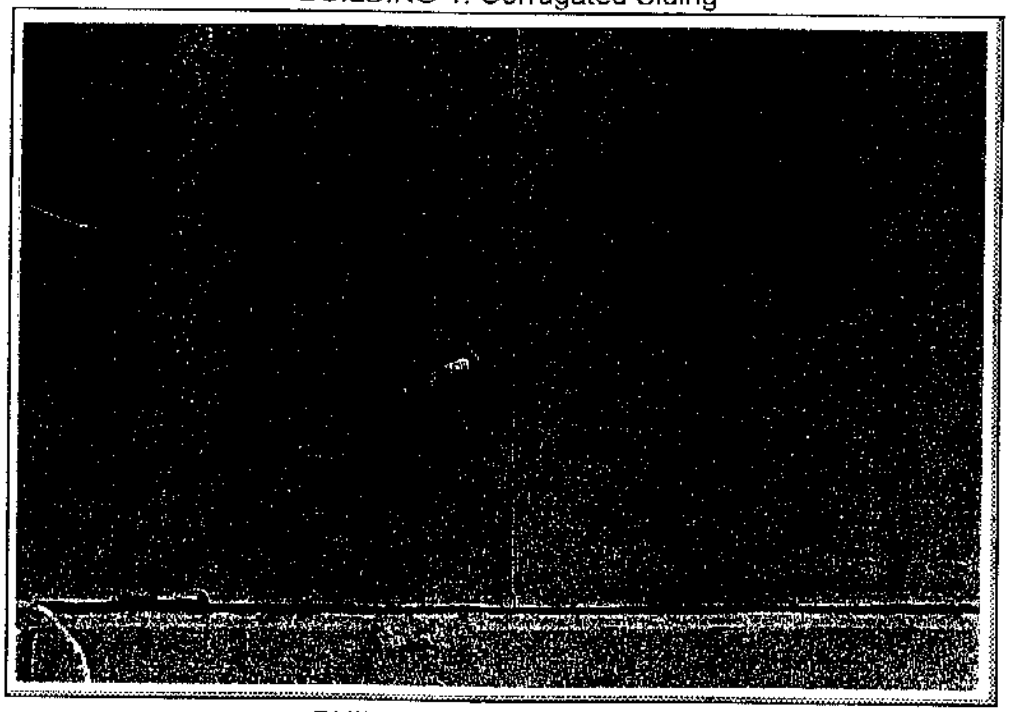
References:

Preservation Brief 16: *The Use of Substitute Materials on Historic Building Exteriors*
Preservation Brief 25: *The Preservation of Historic Signs*
Preservation Brief 27: *The Maintenance and Repair of Architectural Cast Iron*

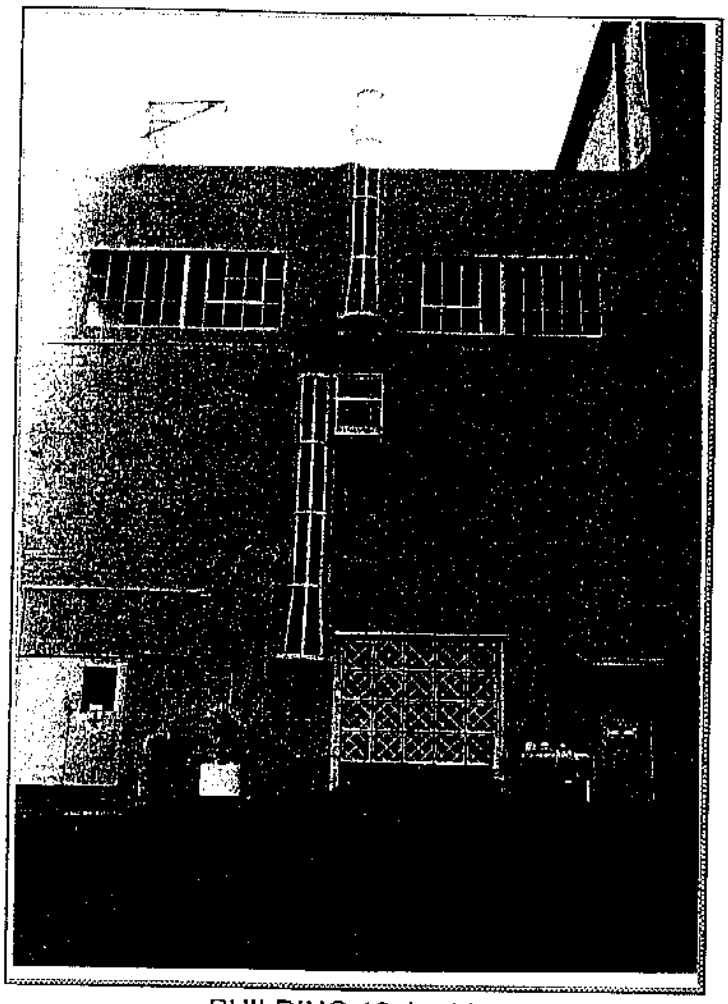
Architectural Metals



BUILDING 1: Corrugated Siding



BUILDING 17: Siding Panels



BUILDING 16: Ladder

Sets and Decoration

It is anticipated that the Contributors and spaces in the District will be used for motion picture production, and these uses are expected to continue and intensify. Sets, barricades, backdrops, false fronts, and curtain walls are a necessary part of production. These uses may require that the exterior of a building be covered or temporarily altered. Exterior materials of Contributors may be covered under temporary circumstances by non-historic materials, if the significant form, features, and detailing of the original building are not obscured permanently.

Guidelines

1. Temporary changes for production related or operational requirements which are reversible are allowed.
2. All attachments or connections should not adversely affect the original materials, and allow for repair of such material upon removal of the temporary structure.
3. Exterior surfaces of contributing buildings may be covered with paint which can be easily removed or repainted without damaging the original material, features, or detailing of the original building.
4. Murals, e.g., large movie posters, scenes from movies, or any abstract or figurative patterns and/or colors unrelated to appropriate and compatible articulation of architectural and engineering elements may not be used as decoration.

Doors, Entrances and Porches

Buildings 1, 2, 10, 17, 18

Doors, entrances, and porches are often the principal features of historic buildings, particularly when they occur on primary elevations. Their functional and decorative features, such as the type of door, steps, balustrades, and entrances or porches are extremely important in defining the overall historic character of a building. Their retention, protection, and repair should always be carefully considered when planning rehabilitation work.

Doors and porches are subject to weathering and deterioration and may require maintenance and rehabilitation, which could include cleaning and repair of attachments, flashing and hardware. The current inventory of entry doors varies per building. Main entry doors are constructed of wood or metal with glazing. Stage doors, secondary or utility doors are generally solid panel wood or metal clad.

Guidelines for Doors, Entrances and Porches

1 Identify, retain, and preserve entrances, and their functional and decorative features, that are important in defining the overall character of the building such as doors, transoms, stoops, canopies, surrounds, stairs, and hardware.

2 Protect and maintain the masonry, wood, and architectural metal that comprise entrances and porches through appropriated surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems, replacement of broken glass, and replacement of deteriorated sealants or glazing compounds.

3 Repair entrances and porches by reinforcing the historic materials. Repair will also generally include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of repeated features where there are surviving prototypes such as balustrades, cornices, entablatures, columns, sidelights, and stairs.

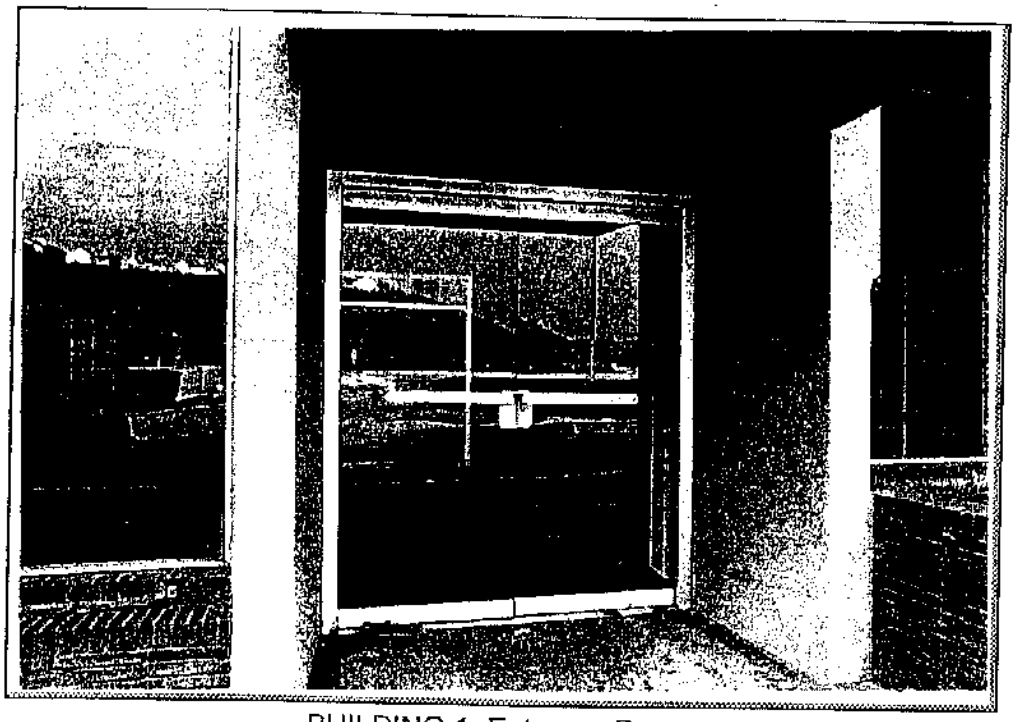
4 Design and construct a new entrance or porch if the historic entrance or porch is completely missing. It may be a reconstruction based on historical, pictorial, and physical documentation; or be, a new design that is compatible with the historic character of the building.

5 Design and install additional entrances or porches when required for the new uses in a manner that preserves the character of the building In general, such alterations should be limited to non-character defining elevations. New entrances and porches shall be compatible and may be of contemporary design provided that they do not destroy character-defining features. To the extent feasible, new entrances shall be reversible.

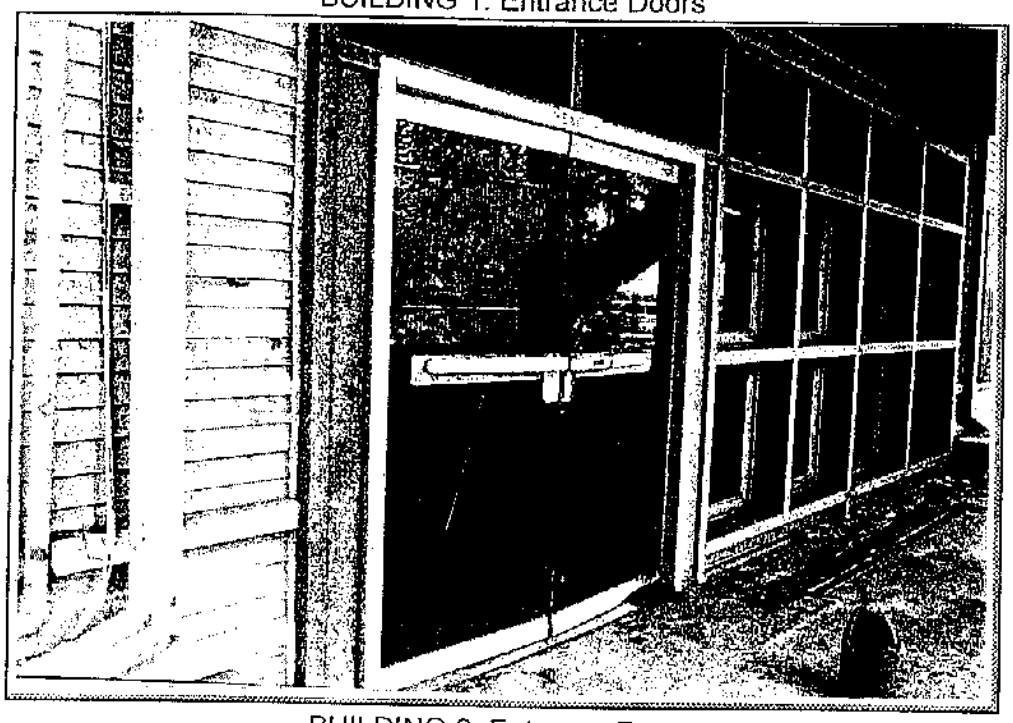
References:

Preservation Brief 10: Exterior Paint Problems on Historic Woodwork
Preservation Tech Note:Exterior Woodwork, Number 1, Proper Painting and Surface Preparation

Entrances

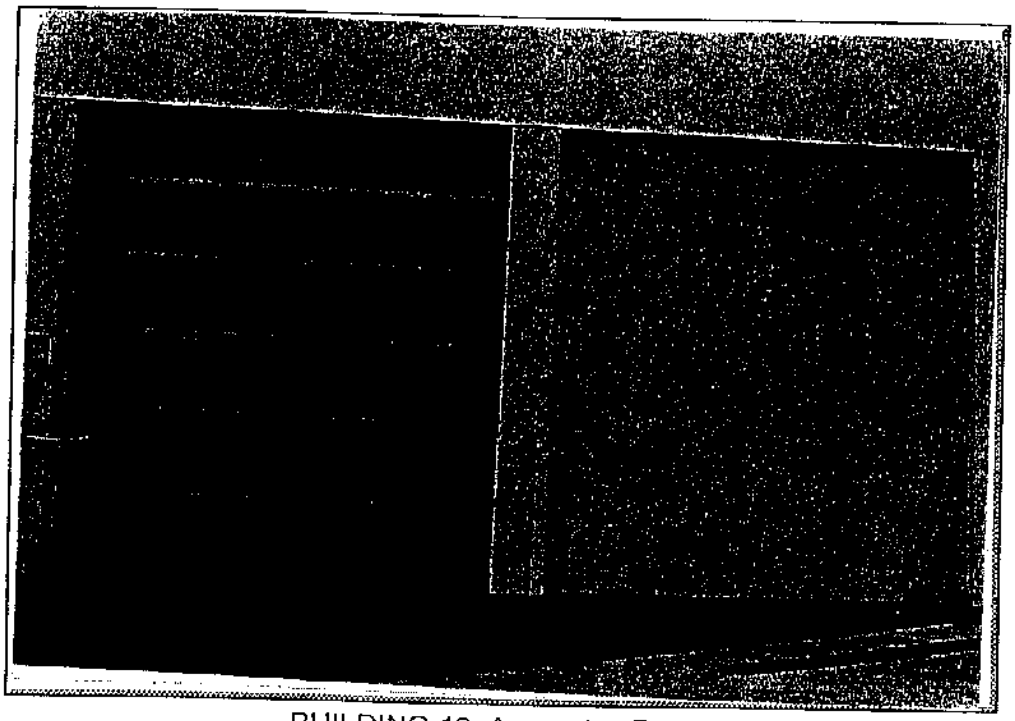


BUILDING 1: Entrance Doors

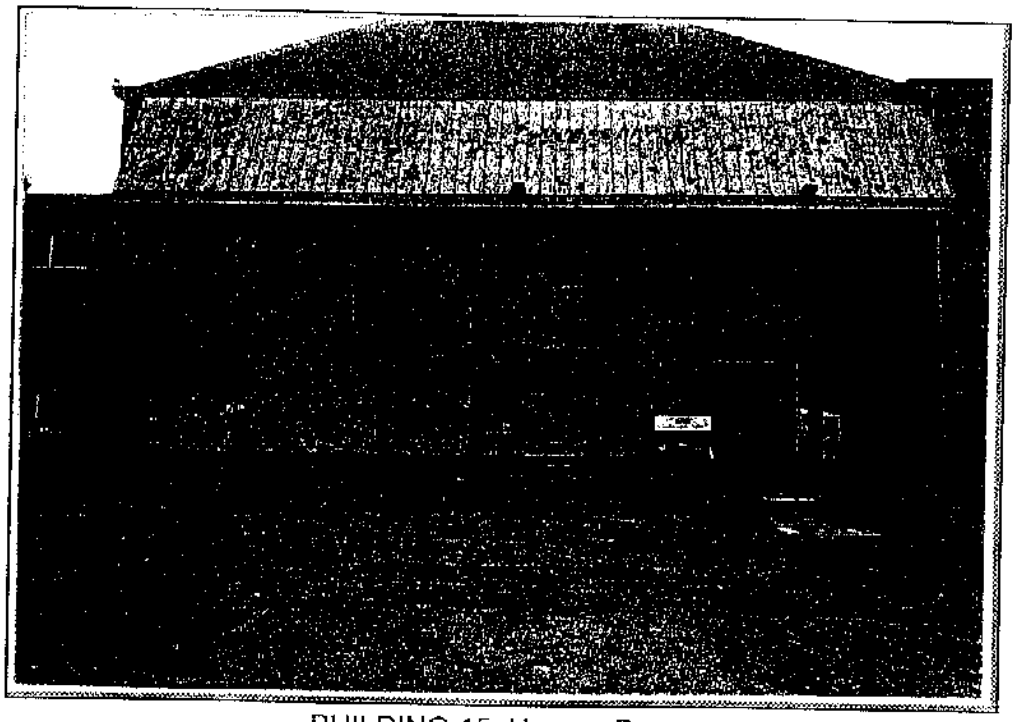


BUILDING 2: Entrance Doors

BUILDING 10: Entrance Canopies



BUILDING 18: Apparatus Doors



BUILDING 15: Hangar Doors

BUILDING 17: Stairs, landings and canopy

Windows

Buildings 1, 2, 3, 10, 11, 14, 15, 16, 17, 18, and 21.

The type and size of window openings are extremely important in defining the overall character of a building. Their retention, protection, and repair should always be carefully considered when planning rehabilitation work.

Thin profile, multi-light casement, awning and fixed metal windows are characteristic of many architectural styles represented at the site. Double-hung, or fixed wood windows are typical of the wood framed structures.

Metal openings are subject to corrosion, while wood windows or doors may deteriorate from hard use, warping, or settling. Glazed openings may shatter.

Guidelines for Windows

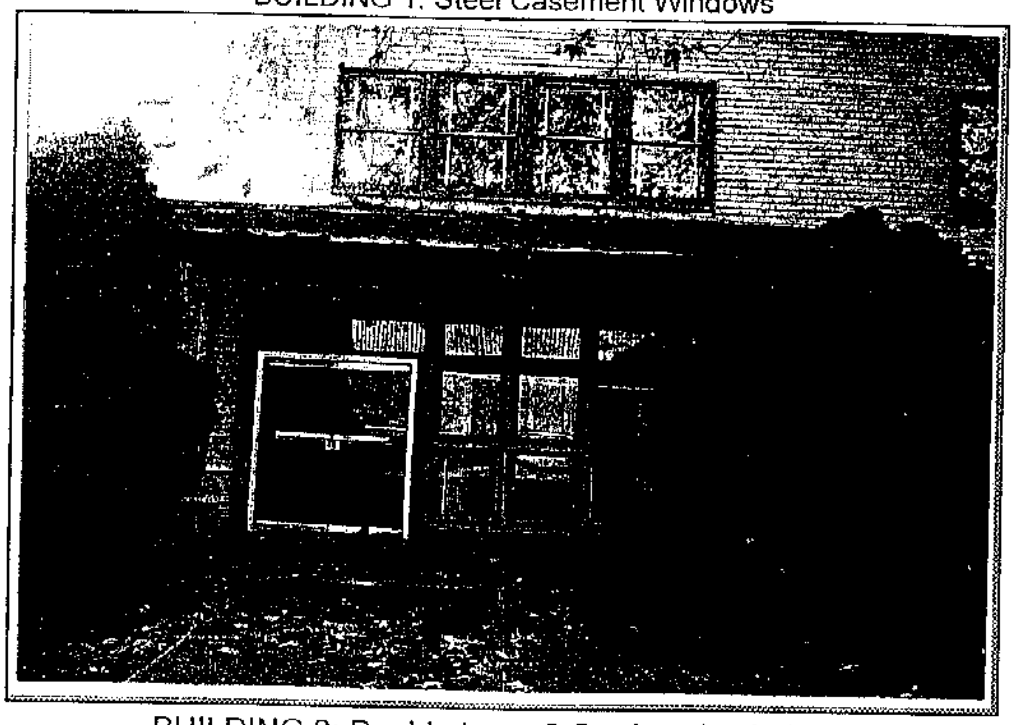
1. Identify, retain, and preserve historic window features that are important in defining the overall historic character of the building. Such features include frames, sash, muntins, glazing, sills, and heads.
2. Protect and maintain the wood and architectural metal which comprise the window frame, sash, muntins, and surrounds through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems. Unless missing or demonstrated to be unrepairable, retain damaged or deteriorated wood sash and frames by use of epoxy consolidants and fillers rather than replacing windows with new or replicated units.
3. Make windows weathertight and improve thermal efficiency by recaulking and replacing or installing weatherstripping. Contributors are qualified historical structures and are therefore exempt from compliance with State of California energy conservation standards under the State Historical Building Code.
4. Design and install new windows when the historic windows (frame, sash and glazing) are completely missing, have been replaced with non-original materials, or are too deteriorated to repair. The replacement windows shall be an accurate reconstruction using historical, pictorial, and physical documentation.
5. Replacement glass shall be non-reflective glass or shall match the reflectivity of the replaced material. Glass may be replaced with double strength or tempered glass where necessary for code compliance, but shall be replaced with material of the same thickness.

References

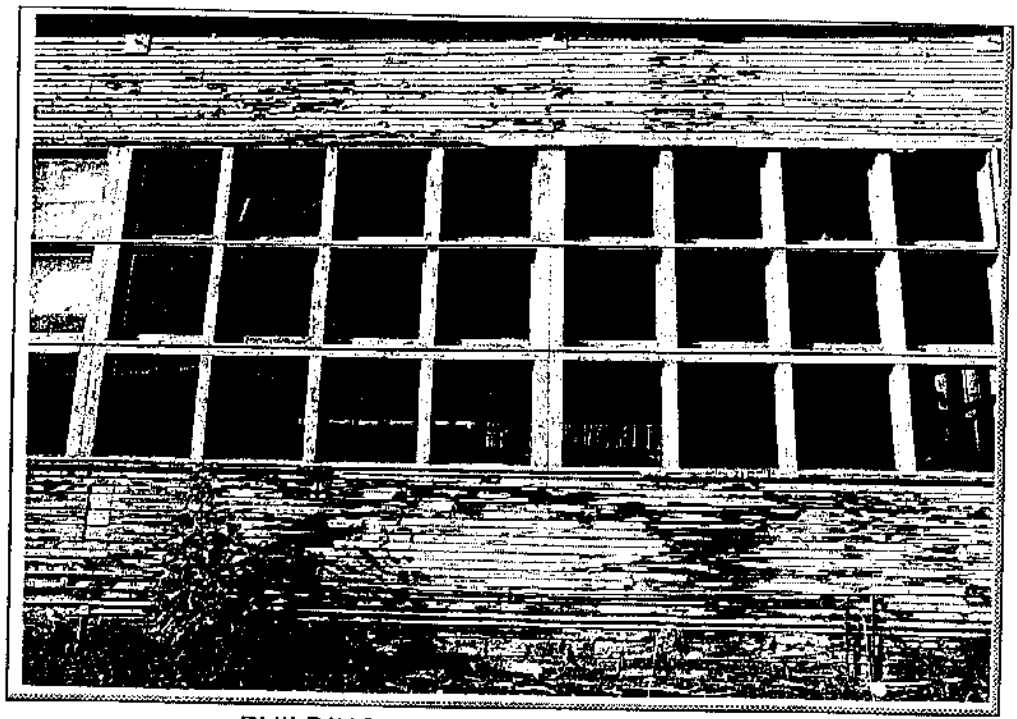
Preservation Brief 3:Conserving Energy in Historic Buildings
Preservation Brief 9:The Repair of Historic Wooden Windows
Preservation Brief 13:The Repair and Thermal Upgrading of Historic Steel Windows
Preservation Tech Note:Exterior Woodwork, Number 1, Proper Painting and Surface Preparation
Preservation Tech Note:Windows, Number 17, Repair and Retrofitting Industrial Steel Windows

Windows

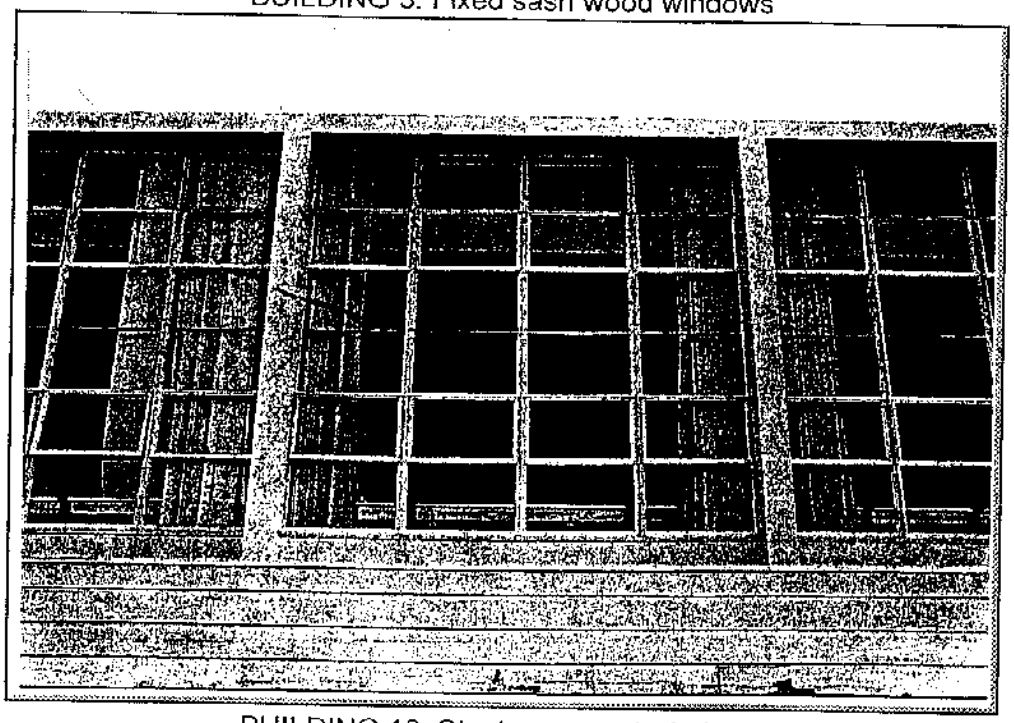
BUILDING 1: Steel Casement Windows



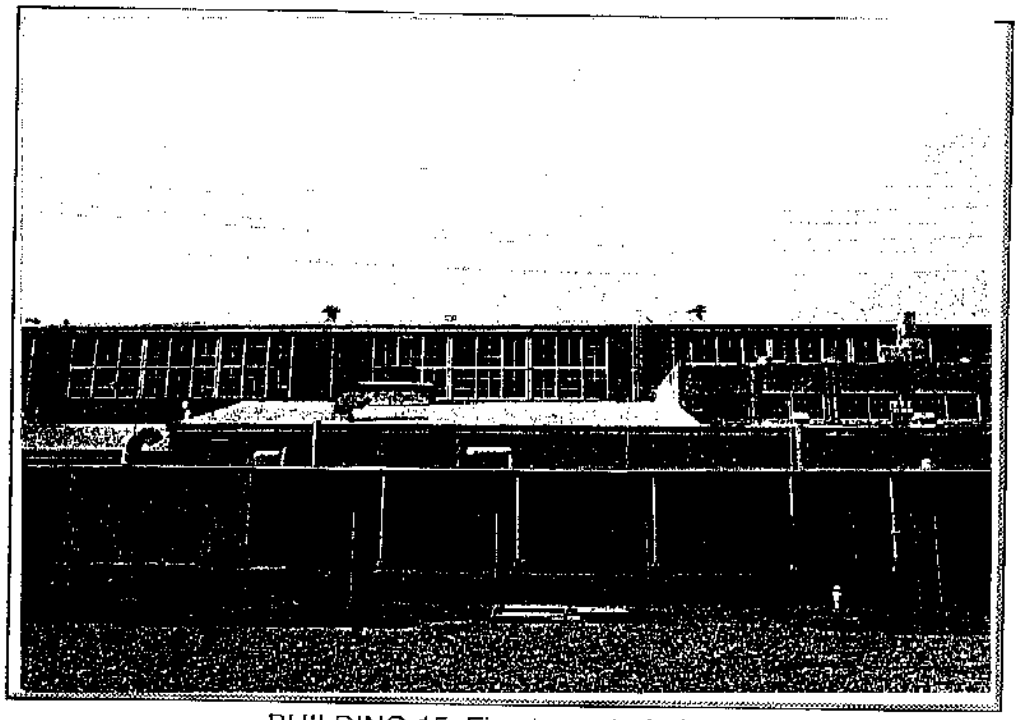
BUILDING 2: Double hung & fixed sash windows



BUILDING 3: Fixed sash wood windows



BUILDING 10: Steel casement windows



BUILDING 15: Fixed wood windows

Roofs

The roof, with its shape (flat, shed, gabled, or bowed), features, size, color and patterning of materials is a contributing factor in defining the building's overall character. In addition to the design role it plays, a weathertight roof is essential to the preservation of the entire structure. Thus, protecting and repairing the roof as a "cover" is a critical aspect of a rehabilitation project.

Several different shapes of roofs exist at the site. Roof shapes are flat, sloping gables, and bow-shaped. All roofs on Contributors are membrane coverings.

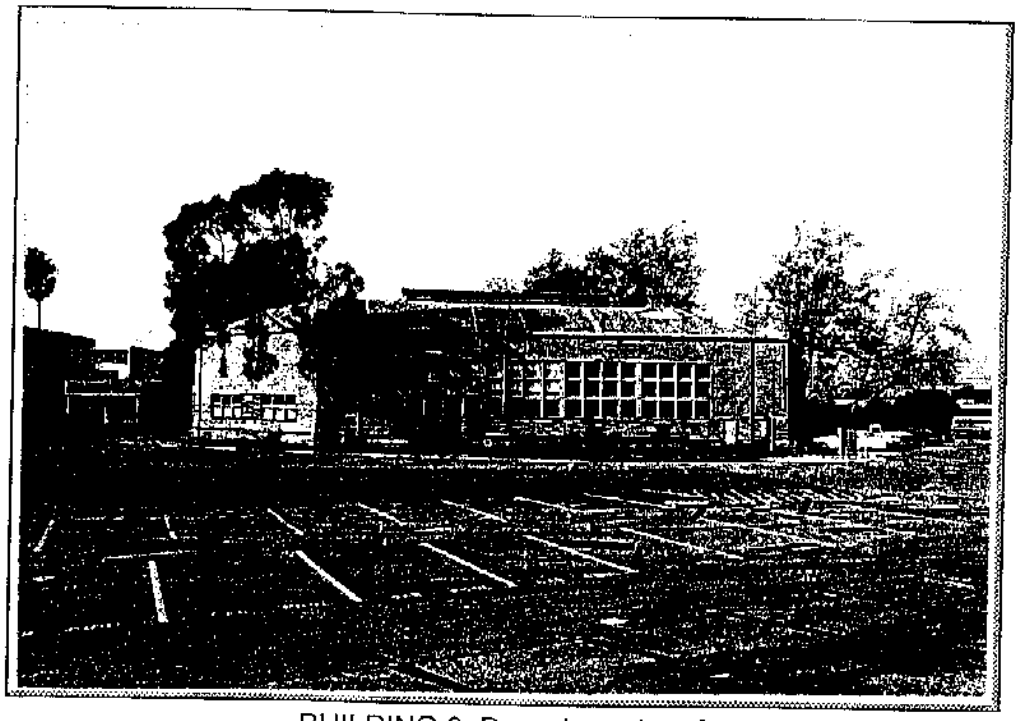
Guidelines for Roofs

1. Protect and maintain a roof by cleaning and refinishing coping, cleaning the gutters and downspouts, and replacing deteriorated flashing. Roof sheathing should also be checked for proper venting to prevent moisture condensation and water penetration; and to insure that materials are free from insect infestation.
2. Provide adequate anchorage for roofing material to guard against wind damage and moisture penetration.
3. Repair a roof by reinforcing the historic materials which comprise roof features. Replacement or repairs should use replacement in kind, or with compatible substitute material. When replacing the roof, remove existing membrane down to decking. Inspect exposed decking and replace deteriorated material.
4. While replacement of deteriorated roofs with a matching material is preferred, replacement membrane systems may be acceptable if the color and texture are appropriate and compatible with the character of the building.
5. Repair broken gutters and downspouts. If repair is not possible, replace in kind to match existing. Re-solder broken joints. Where missing, replicate historic gutters and downspouts or provide compatible new gutters and downspouts.

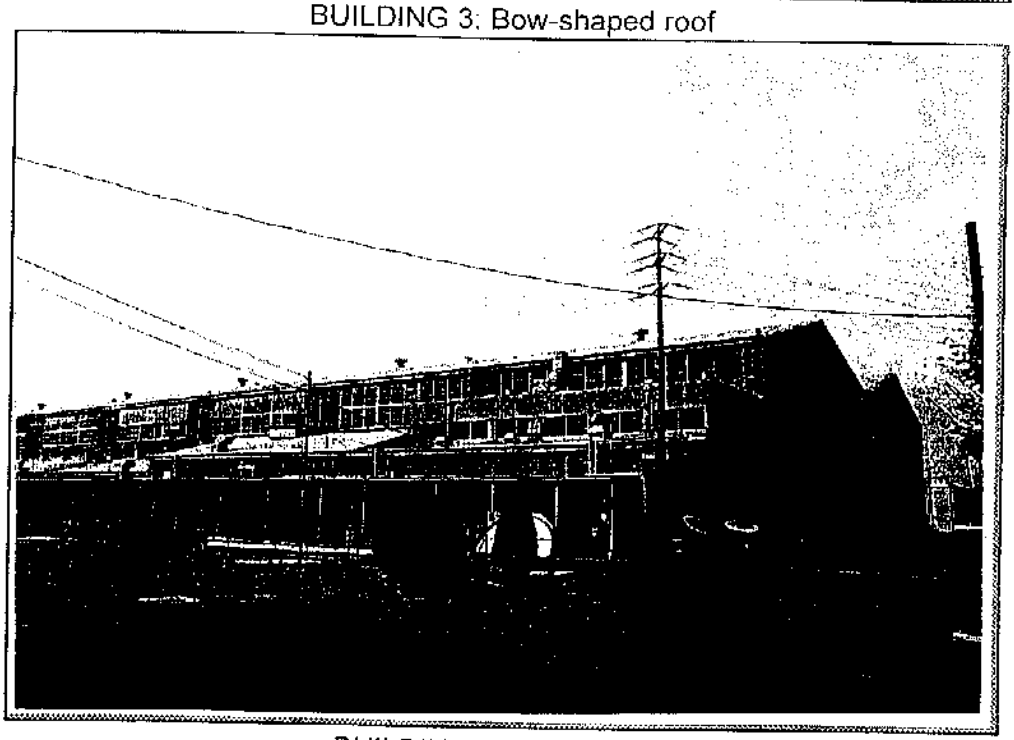
References:

Preservation Brief 4:Roofing for Historic Buildings
Preservation Brief 19:The Repair and Replacement of Historic Wooden Shingle Roofs
Preservation Brief 29:The Repair, Replacement and Maintenance of Historic Slate Roofs
Preservation Brief 30:The Preservation and Repair of Historic Clay Tile Roofs

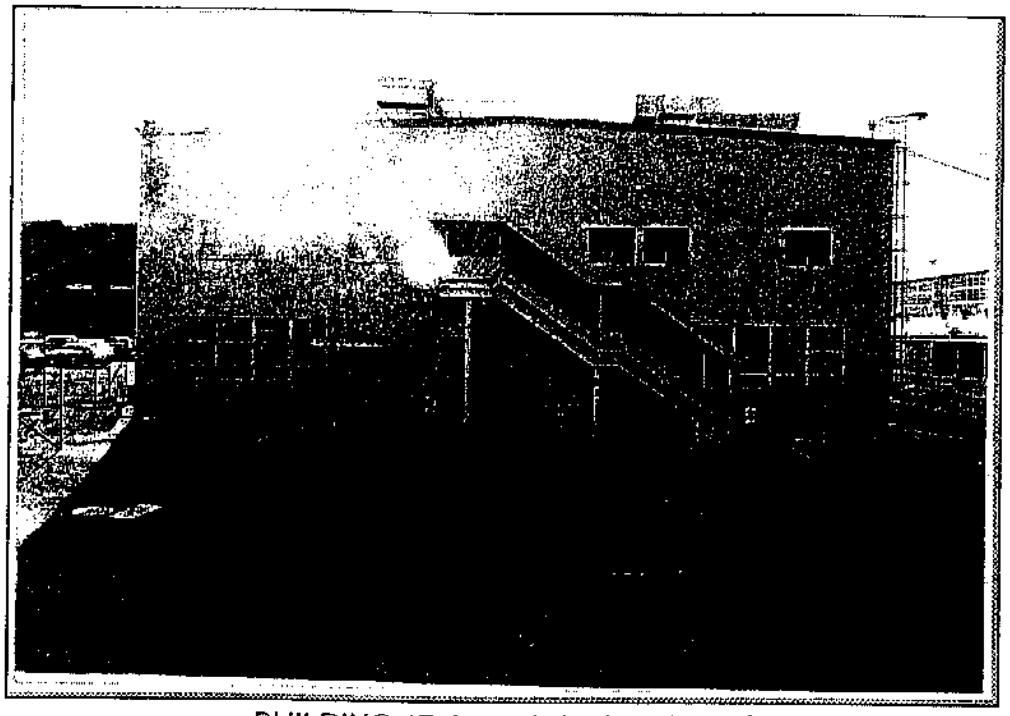
Roofs



BUILDING 3: Bow-shaped roof



BUILDING 15: Gable roof



BUILDING 17: Low-pitched gable roof

3.5 Interiors

Structural and Mechanical Systems

Structural systems of historic buildings may need repair due to deterioration, fire, or seismic activity. Steel and wood frame systems are used in all of the Contributors.

Guidelines for Structural and Mechanical Systems

1. Protect and maintain the structural system by cleaning the roof gutters and downspouts; replacing roof flashing; keeping masonry, wood, and architectural metals in a sound condition; and assuring that structural members are free from insect infestation.
2. Repair the structural system by augmenting or upgrading individual parts or features. For example, weakened structural members such as floor framing can be spliced, braced, or otherwise supplemented and reinforced.
3. Install new work as a requirement of current seismic or code requirements so as not to adversely impact exterior facades. Provide seismic reinforcements as required to an historic building in a manner that avoids damaging the structural system and character-defining features, including window and door openings.
4. Design and install new mechanical or electrical systems which minimize the number of cutouts or holes in structural members.
5. Contributors are qualified historical structures and are therefore exempt from compliance with State of California energy conservation standards under the State Historical Building Code.

References:

Preservation Brief 3:Conserving Energy in Historic Buildings
Preservation Brief 24:Heating, Ventilating and Cooling Historic Buildings
State Historic Building Code

Interior Spaces

While most of the interior spaces in the buildings have been repeatedly altered or are open to the structure, some may retain character-defining features such as moldings, corridor configurations, or other elements. Further alteration of interiors may be required to replace deteriorated materials, comply with codes and meet functional needs.

Guidelines for Interior Spaces

1 Construction of new interior floor plans or arrangement of spaces shall not adversely impact the exterior historic character of the building facade, i.e. infill of window or door openings, or the creation of new inappropriate openings. Where doors or windows are no longer to be used, the existing doors and windows should be retained in place in a reversible manner which would allow for later reuse.

2 Retention, protection, and repair should be given prime consideration and caution exercised in pursuing any plan that would radically change character-defining spaces or obscure, damage or destroy interior features or finishes.

3 Fine and decorative finishes and elements are found only in Building 1. Interior character is defined primarily by the shape and volume of spaces, such as the Building 15 hangars, and the configuration and relationship of spaces, such as the corridors which organize Buildings 1 and 2.

Refer to section 2.5 for identification of interior character-defining features.

References:

Preservation Brief 18:Rehabilitating Interiors in Historic Buildings
Preservation Brief 21:Repairing Historic Flat Plaster -- Walls and Ceilings
Preservation Brief 23:Preserving Historic Ornamental Plaster

Health and Safety Code Compliance

It is often necessary to make modifications to a historic building so that it can comply with current health, safety and code requirements. Such work needs to be carefully planned and undertaken so that it does not result in a loss of interior or exterior character-defining spaces, features, and finishes.

The Americans With Disabilities Act ("ADA") was signed into law in July 1990.[1] This civil rights statute applies to employment, as well as access to public structures and services or "public accommodations" owned or operated by private entities. In general, there are special rules and minimum access requirements where an alteration "would threaten or destroy the historic significance" of an historic building. Historic buildings include those eligible for listing in the National Register of Historic Places or designated under State or local law.[2] To use the minimum requirements or exemptions, consultation is required with the State Office of Historic Preservation.

Guidelines for Code Compliance

1. Identify the historic building's character-defining spaces, features, and finishes so that code-required work will not result in their damage or loss.
2. Comply with health and safety codes, including seismic codes and barrier-free access requirements, in such a manner that character-defining spaces, features, and finishes are preserved.
3. Contributors are qualified historical structures under the State Historic Building Code. Use of the State Historic Building Code shall govern code requirements. See the accompanying Technical Reference Manual.
4. New structural or seismic reinforcement members, including anchor bolts, shall be hidden from view wherever possible.

References:

Preservation Brief 32:Making Historic Properties Accessible
State Historic Building Code

[1] 42 U.S.C. §§ 12101, *et seq.*

[2] *See* 28 CFR § 36.405

3.6 Relocation

If retention of a Contributor at its present site is not feasible, relocation of the structure to another appropriate location within the District shall be considered. Historically, there is a precedent for the relocation of structures both within the District (e.g., Building 11). While relocation of historic structures is often inappropriate to individual buildings in a community, there is justification for this option in the context of historical precedent and adaptive use of the entire district for new functions.

Guidelines for Relocation

1. Relocate the building in an appropriate setting in order to retain its integrity of design, materials, feeling and association.
2. The new lot location must be of sufficient size and character to recall the basic qualities of the historic environment.
3. A relocated structure must still have an orientation, setting and general environment that is comparable, to the extent feasible, to those of the historic location and are compatible with the property's significance.

3.7 Documentation Procedures

Before undertaking a project to alter, demolish, or relocate any Contributor, a qualified historic preservation consultant shall first conduct a review of the impact of such action on the District and the extent to which such action conforms to the provisions of this Plan.

For every Contributor that is demolished, relocated or altered in a manner which is inconsistent with this Plan, an Historic Structures Report will be prepared by an historic preservation expert. This report will document the significance of the building and its physical conditions, both historic and current, through measured drawings, photographs, written data, and text.

Guidelines for Documentation

1. Measured drawings based on Historic American Buildings Survey (HABS) guidelines.
2. A brief written historic and descriptive report shall be completed in narrative format, including an architectural data form for each building.
3. A site plan on 8 1/2" x 11" paper showing the location of the building should be included. This site plan shall include a photo-key.
4. A sketch floor plan on 8 1/2" x 11" paper shall accompany each architectural data form.
5. Large format (4" x 5" or larger negative size) photographs in accordance with Historic American Buildings Survey (HABS) guidelines. Views shall include several contextual views, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant historical architectural features or spaces (if any).
6. Field photographs (35mm) based on HABS guidelines. Views as detailed in large format photographs.
7. The report shall include available historic photographs and plans.

References:

Photographic Specifications: Historic American Buildings Survey/Historic American Engineering Record (San Francisco, California, Division of National Register Programs, National Park Service, Western Region, 1989).

Historic American Buildings Survey: Guidelines for Preparing Written Historical and Descriptive Data (San Francisco, California, Division of National Register Programs, National Park Service, Western Region, 1993).

John A. Burns, et al., Recording Historic Structures: Historic American Buildings Survey/Historic American Engineering Record (Washington D. C., The American Institute of Architects Press, 1989).

SECTION 4

NEW CONSTRUCTION GUIDELINES

SECTION 4

NEW CONSTRUCTION GUIDELINES

4.1 STANDARDS FOR TREATMENT OF HISTORIC DISTRICTS

These guidelines for compatibility of new construction ("Compatibility Guidelines") at the Hughes Industrial Historic District have the following purposes and uses:

a) To ensure that new construction in the District and a transition zone is compatible with the historic character of the District and its Contributing components;
b) To ensure that the District integrity is maintained;
c) To be used in the Historic Resource Treatment Plan and fulfill the requirements of the Programmatic Agreement and Section 106;
d) To mitigate any potential impact on the District from new construction to a level of insignificance under the CEQA; and
e) To be used by planners, architects, designers, owners and users as a working document to successfully integrate new buildings, landscape, circulation and any other additions within the District and transition zone while meeting the functional requirements of continued, adaptive and new uses at the District.

The Secretary of Interior's Standards for Rehabilitation (the "Standards") and associated *Guidelines for Rehabilitating Historic Buildings* ("Guidelines") provide general guidelines for treating a range of historic resources. Some aspects of the Standards and Guidelines apply specifically to the new construction within historic districts. The Secretary of the Interior's Standards for Rehabilitation includes the following two relevant standards.

> New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. (Standard 9)
>
> New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. (Standard 10)[3]

Another technical guide, *Preservation Briefs 14: New Additions to Historic Buildings: Preservation Concerns* provides additional comments on historic districts:

[3] *The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings*, U.S. Department of the Interior, National Park Service, Cultural Resources, Preservation Assistance Division, Washington, D.C., 1992, p. vii.

> Entire districts...may be listed in the National Register of Historic Places for their significance to a certain period of American history. This "framing" of historic districts has led to a concern that listing in the National Register may discourage any physical change beyond a certain historical period--particularly in the form of attached exterior additions. This is not the case. National Register listing does not mean that an entire building or district is frozen in time and that no change can be made without compromising the historical significance. It also does not mean that each portion of a historic building is equally significant and must be retained intact and without change.[4]

The Guidelines provide the following comments regarding building sites:

> The site, including its associated features, contributes to the overall character of the historic property. As a result, the relationship between the buildings and landscape features within the site's boundaries should be considered in the overall planning for rehabilitation project work.
>
> In an industrial property, the site may be defined simply as the relationship between buildings or between the ground plane and open space and its associated buildings.
>
> Site features may include circulation systems such as walks, paths, roads, or parking; vegetation such as trees, shrubs, fields, or herbaceous plant material; land forms such as terracing, berms or grading; furnishings such as lights, fences, or benches . . .[5]

The Standards, in addressing sites, establish a concern for the space around one or more buildings as well as the building itself. There are further considerations for districts, since the spaces between buildings and the relationships between buildings are more generally a concern where there are groups of buildings. The Guidelines provide the following comments and recommendations regarding districts:

> The elements of setting, such as the relationship of buildings to each other, setbacks, fence patterns, views, driveways and walkways, and street trees together create the character of a district or neighborhood. In some instances, many individual building sites may form a neighborhood or setting.
>
> Recommended: Identifying, retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches,

[4] *Preservation Briefs 14: New Exterior Additions to Historic Buildings: Preservation Concerns*, Kay D. Weeks, U. S. Department of the Interior, National Park Service, Preservation Assistance Division, Technical Preservation Services, Washington D.C., 1986, 12 pp.

[5] *Id.*, at pp. 68-69.

> vegetation, gardens and yards, adjacent open space such as fields, parks,[6] commons or woodlands, and important views or visual relationships.[7]

Historic buildings, and buildings within historic districts often have been altered during the past, and can be expected to undergo either alterations or exterior additions in the future. When addressing groups of buildings in historic districts, the likelihood of additions increases. Additions can be made without compromising historical significance. The Guidelines provide the following comments and recommendations regarding new additions to historic buildings:

> An attached exterior addition to a historic building expands its "outer limits" to create a new profile. Because such expansion has the capability to radically change the historic appearance, an exterior addition should be considered only after it has been determined that the new use cannot be successfully met by altering non-character-defining interior spaces. If the new use cannot be met in this way, then an attached exterior addition is usually an acceptable alternative. New additions should be designed and constructed so that the character-defining features of the historic building are not radically changed, obscured, damaged, or destroyed in the process of rehabilitation. New design should always be clearly differentiated so that the addition does not appear to be part of the historic resource.
>
> Recommended: Locating the attached exterior addition at the rear or on an inconspicuous side of a historic building; and limiting its size and scale in relationship to the historic building.[8]

[7] *Id.*, at pp. 76-77.

[8] *Id.*, at pp. 90-91.

CHARACTER-DEFINING FEATURES OF THE DISTRICT

The Secretary of Interior's Standards and Guidelines recommend identifying, retaining, and preserving features which are important in "defining the historic character of the setting."[9] The types of features identified are buildings, landscape and circulation space.

BUILDINGS

Six property types have been identified as contributing to the Historic District. They are administrative and office buildings; research and development facilities; manufacturing buildings; a cafeteria building, a fire station and support buildings.

The first period major period of construction from 1941 to 1943 produced the largest structures in the District. Building 5 was used for research and development and Building 6 was built for manufacturing; both of these buildings were demolished. Building 5 was a reinforced concrete frame structure combined with aerodynamically-shaped rigid steel frames. The building had round corners and ribs, along with glass block and steel casement windows, and exhibited characteristics of Moderne design. Building 6 was characterized by sawtooth monitors on the roof, a familiar form in other manufacturing buildings of the nineteenth and twentieth centuries. Both of these buildings had been substantially altered by the addition and incorporation of other structures.

The construction in 1942 and 1943 was necessary in order to design and build the flying boat carry out other war time engineering and manufacturing projects. These buildings were constructed almost entirely in wood, a necessity of war. Buildings 2 and 3 were designed as an ensemble just east of the manufacturing buildings. Building 2 was used for engineering, while the smaller Building 3 was used to mock-up the massive nose section. Buildings 2 and 3 are characterized by wood shiplap siding, double hung and fixed sash wood windows, and roofs reflecting bowstring trusses. Building 15, an enormous double bay hangar supported by a double row of laminated molded rigid wood frames enclosed by wood sheathing and clapboard was built to the west of the manufacturing area.

The second period of construction from 1950 to 1952 is characterized by steel frame construction with exterior steel panels and flat or low-pitched roofs. This period represents the maturation of Hughes Aircraft as a stable defense contractor, major employer, and developer of electronics applications for aerospace and defense. Building 1 (1950), known as the Administration Building, is a long rectangular two story office building east of Building 2, characterized by corrugated steel siding and bands of steel casement windows. It served as the executive office for the company until 1986. Building 17 (Warehouse), and Building 21 (Prototype Manufacturing), constructed in 1951, are purely industrial in character, with low-pitched gable roofs, corrugated or flush steel panel siding, and few windows. The Cafeteria (1951), a white stucco finished structure with large spaces, enveloped an earlier building on the same site. The Fire Station (1952) is the smallest Contributor,

[9] *The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings*, op. cit., pp. 76-77.

executed in wood frame and stucco finish with notable simplicity and skill in mass and proportion.

Existing structures within the District are diverse in character, materials, and architectural style, but they hold in common certain formal elements. Compared to other building types, these industrial structures are longer in elevation and less articulate in plan, presenting monolithic volumes. The buildings are less detailed and larger in scale than non-industrial environments.

The buildings are utilitarian; the spaces between them and their relationships on the site are incidental and functional for industrial uses. Stylistic continuity is related to the phasing of their construction and the associated economies of using like materials.

LANDSCAPE

As with the buildings, the landscape is composed of diverse "episodes," each with its own character. Largely because of its utilitarian purpose and the need to use open space for loading, circulation, lay-down, staging, storage, and other industrial activities, the open space is characterized by hardscape. Where plant materials have been introduced, they tend toward the exotic, displaying a diverse palette of palms, shade trees, ornamental shrubs and flowering trees. The plant materials are one element on the site that define scale, mediating between the monumental buildings and the human form.

CIRCULATION

Open spaces between buildings are provided for the purpose of circulation rather than light, air and amenity. In contrast to non-industrial settings, which are characterized by the juxtaposition of street and park space, the open space between buildings is generally homogeneous and used simultaneously for vehicles, pedestrians, storage and loading.

Owing to the functional character of the development and its incremental growth over time, the configuration of open space is defined by the circumstances of the buildings' adjacencies and is therefore less figural than other urban open spaces whose form is a product of specific design intent. Articulation of interstitial spaces is limited to key features such as gates, entries, main passages, or outdoor industrial assembly.

There are two principal open space elements, which together form the "Historic Circulation Space" (refer to Figure C). One is the east-west circulation space to the north of Building 15, connecting the administrative office complex to the east with the assembly area to the west. As with much of the other open space in the District, it is multi-purpose to the extent that it may serve pedestrian, vehicular, and service functions. The other principal open space element is the space east of Building 15, which, on an approximate north-south axis, intersects the first element, and aligns with Centinela Avenue where it intersects Jefferson Boulevard north of the site, outside the district.

Because the character of open space in the industrial area is distinctly different from the urban design planned for the rest of the Playa Vista project, a proper transition from the District to the balance of the site is important.

4.2 District Guidelines

According to National Register criteria, setting, which is defined as "the physical environment of a historic property," is one of the factors which define integrity.[10] The setting can be affected by any new construction within and surrounding the district. The Compatibility Guidelines provide for the maintenance of integrity by ensuring compatibility of new construction within the District boundary and within a transition zone. The Guidelines are based on the following principles:

a) The selection of sites for new construction shall minimize any adverse impact on the Contributors.

b) New permanent built forms within the District shall be sited to retain the District's existing pattern of development. Elements which define the development pattern include circulation , landscaping and building lines and heights.

c) New permanent built forms within the District shall not be incompatible with the existing architecture of Contributors Elements which define the character of existing architecture include scale, height, massing, roof forms, materials, textures, finishes and features.

d) The setting for new buildings shall not be incompatible with Contributors. Elements which define the character of the setting include vehicular paving, sidewalks, landscape, lighting and lighting fixtures, exterior furniture, signage, bridges, railings and utility systems equipment and distribution.

[10] *National Register Bulletin 15*, U. S. Department of the Interior, National Park Service, Interagency Resources Division, Washington D.C., 1991, p. 45.

These guidelines apply to all construction and additions to Contributors within the District and Transition Zone:

Massing and Space

G-1 New construction within the District and transition zone shall recognize and relate wherever functionally feasible with the character of Contributors .

G-2 There shall be no new construction within the Historic Circulation Space. New construction shall be sited to substantially retain and recall the District's existing pattern of development.

G-3 Character-defining features of Contributors and pattern of development which new construction shall substantially recognize, relate, retain and recall include building proportions, orientation, primary facades, primary entrances, rectangular footprints, large horizontally proportioned elevations, wall materials similar to Contributors, circulation spaces and historic relationship to remaining Contributors.

G-4 New construction shall define strong edges at the Historic Circulation Spaces.

G-5 In the event that an existing Contributor is lost in a fire, earthquake or unforeseen event, any replacement shall replicate the exterior form and character -defining features of the lost Contributor.

G-6 Additions to Contributors shall be compatible in mass, materials, relationship of solids to voids, and colors, but differentiated from the Contributors to which they are attached. The connection between the Contributor and the addition shall visually separate the two parts. Additions shall not destroy character-defining features of Contributors. Additions to Contributors shall be reversible.

G-7 New construction shall reinforce the existing east-west orientation wherever feasible.

G-8 Overall building heights are governed by the height envelope restrictions defined in the Tract Map and in no case may any part of a building exceed those limits.

Roofs

G-9 Roofs may be substantially flat, gable or shed not exceeding 4:12 in slope, bowstring truss, or sawtooth. Roofing materials shall be corrugated metal, membrane or built-up membrane. Gutters, scuppers, rain leaders and boots shall be simple, and may be surface mounted.

G-10 Eaves of sloping roofs shall not extend substantially beyond the exterior wall of buildings at the building lines which coincide with or visually reinforce Historic Circulation Spaces.

Architectural Expression

G-11 Construction techniques and details may be exposed and simple.

G-12 Exposed exterior metal elements at walls and roofs, such as stairs, railings, roof ladders, catwalks, skylights and mechanical and electrical equipment, and metal awnings or canopies, are encouraged.

G-13 Architectural elements are preferred to plants for climate control.

Entrances

G-14 Entries shall be located in new buildings to respond to internal functions, and shall not interrupt the horizontal continuity of exterior elevations.

G-15 Entries shall be located so as to relate to existing entries in Contributors wherever possible.

Materials and Finishes

G-16 All materials and finishes shall have a sheen less than or equal to satin enamel paint, in predominantly light, neutral colors.

G-17 Finish materials should be chosen for their appropriateness to the functions housed in the buildings and not for their decorative properties.

Fenestration

G-18 Window patterns should reflect the uses within the new buildings.

G-19 Glazing light transmission shall be 85% or greater.

G-20 Glass with added reflective properties shall not be used.

G-21 Opaque glass shall not be used.

G-22 Metal frame and glass curtain wall systems shall not be used as a primary facade wall, but rather as large window panels or divided light openings in a wall.

G-23 Glazing shall not exceed 50 percent of the surface area of any exterior elevation which is visible from a Historic Circulation Space.

G-24 Windows shall be installed substantially flush with the exterior wall surface at the building lines which coincide with or visually reinforce Historic Circulation Spaces (refer to Figure C for location and dimensions of Historic Circulation Spaces) .

Landscape and Hardscape

G-25 Site planning shall incorporate existing character-defining landscape features, such as the sycamore grove west of Building 1, as well as surviving planting elsewhere if feasible.

G-26 Planting shall not obscure Contributors or views along Historic Circulation Spaces.

G-27 Planting may be used at key locations to mark major functions such as gates, entrances, a commissary or outdoor assembly areas.

G-28 Planting may be associated with special use areas or areas requiring amenity for building users, and should be located within interior courtyards or alcoves clearly associated with the respective building.

G-29 Linear landscape and hardscape features such as parkways and street trees, are not allowed in the Historic Circulation Spaces . New construction shall be substantially rectilinear with no or few curvilinear lines and shapes.

G-30 Plantings along Bluff Creek Drive shall not break the visual continuity of the District between Area III and other Areas to the north.

G-31 Plant shall be drawn from a broad palette and shall prefer trees and other plants currently found on the site or plants appropriate to the region and the overall Playa Vista plan.

G-32 Retain multi-purpose hardscaped spaces between buildings wherever possible (circulation, loading, staging, storage).

G-33 City of Los Angeles street development standards for sidewalks, curbs and curb cuts shall not be used in the primary historic east-west circulation space, and shall only be used elsewhere if required by the City of Los Angeles or if swales and drop inlets can not provide adequate drainage capacity to protect the District Contributors and users.

G-34 Paving materials and other built landscape features shall be functional and utilitarian, including concrete, decomposed granite, asphalt concrete, or similar utilitarian industrial materials. Finish textures shall be smooth tooled, wood or plywood formed, or uniformly brushed. Deeply modeled textures and pressed form patterns are not allowed within the

Historic Circulation Space, and shall be allowed in other areas of the District if the finished paving does not simulate materials or elements other than that material of which it is constructed.

G-35 Low horizontal planters and small planting areas at pedestrian entrances are existing features which are suitable as elements of new buildings which would contribute to visual continuity of the District.

Site Furnishings

G-36 Amenities and circulation space furnishings may include signage, benches, trash receptacles, lighting, and fences. These should be simple in form and fabricated in metal or concrete.

G-37 No permanent site furnishings shall be placed in the Historic Circulation Spaces within the District with the exception of the following: street lights, utility equipment, utility poles, fire hydrants, signage, curbs and sidewalks, plant materials, overhead shading devices, traffic control gates, bollards and guardhouses.

G-38 Exterior lighting fixtures as well as all site furnishings shall be appropriate and compatible with the character of the District.

Signage

G-39 Signage within the District boundary shall be allowed only for the purposes of building, use and tenant identification, traffic control, compliance with public agency regulations, location and direction of users and visitors, user operations and historic resource interpretation.

G-40 The following characteristics are not allowed in signage within the District and transition zone: individual sheet-fabricated or box letters, numbers and graphic symbols; animated, flashing, audible signs; exposed linear light producing sources with the exception of fluorescent tubes; murals and large graphics and painted window signs. Signs required for functional purposes for entertainment media production are exempted from these restrictions.

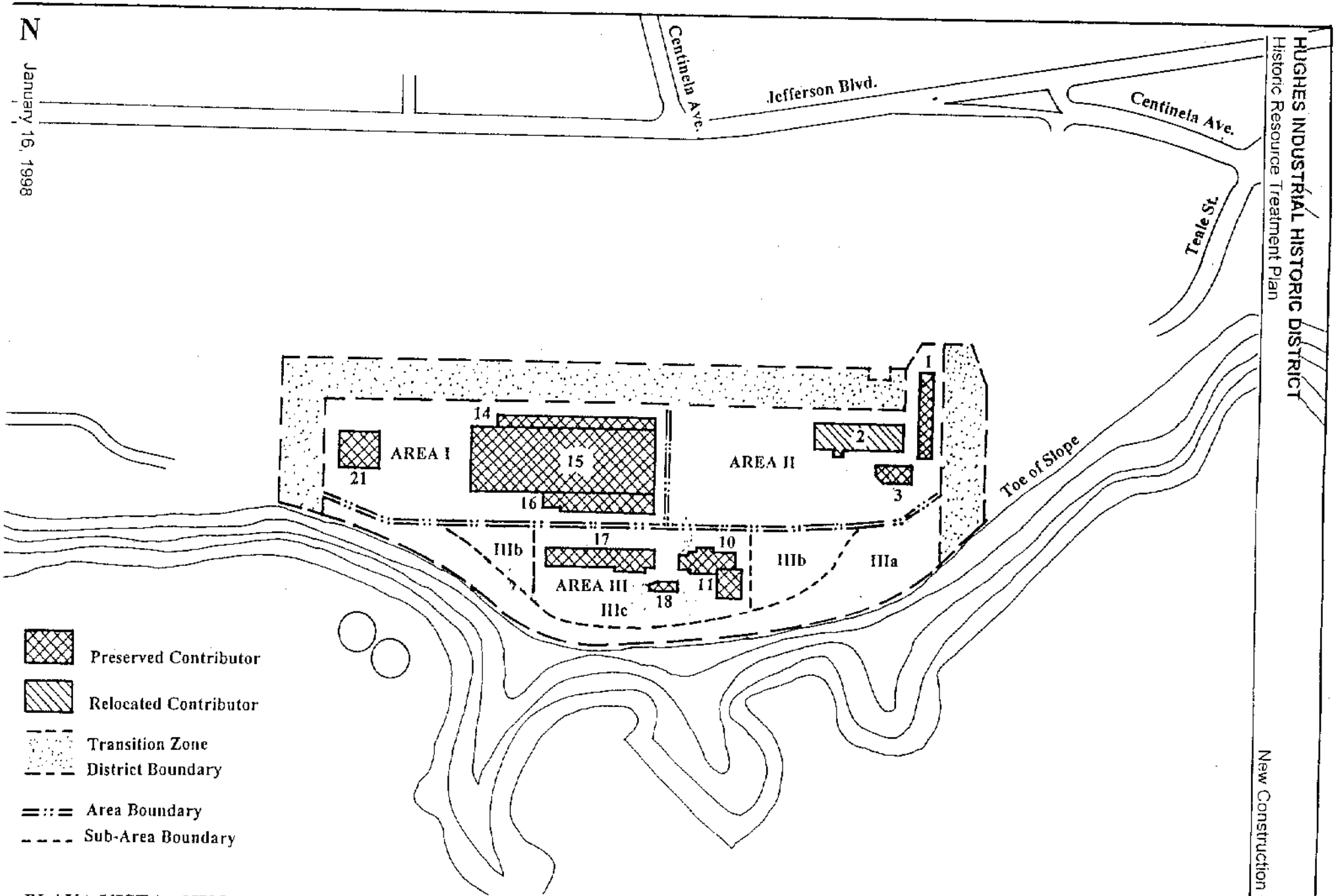
4.3 AREA GUIDELINES

The District has been divided into areas in order to respond more fully to the character-defining features of the existing setting and to encourage new development to integrate responsively with the various conditions of the historic context. Figure D illustrates the boundaries of areas .

I Area I includes that portion of the District and transition zone north of Bluff Creek Drive and west of Centinela Avenue. This area of the District was primarily an area for manufacturing, and may be the site of larger new structures for production uses.

II Area II includes that portion of the District and transition zone north of Bluff Creek Drive and east of Centinela Avenue. This area of the District had greater diversity of building types and uses, and may be the site of production offices and production support.

III Area III includes that portion of the District and transition zone south of Bluff Creek Drive. This area of the District has smaller Contributors which were service and warehouse uses and includes a new Riparian Corridor on the south edge. No new building construction is allowed in this area. New uses may be support, recreation, community and natural conservation.



PLAYA VISTA: HUGHES INDUSTRIAL HISTORIC DISTRICT
FIGURE D: Areas for New Construction Guidelines

Area I Guidelines

Area I includes that portion of the District and transition zone north of Bluff Creek Drive and west of Centinela Avenue. Area I is the area of greatest industrial activity in the current configuration of the District, and as the site of the future sound stages and other production facilities for the studio lot it will continue to have that character in its new use. There are four Contributors in this area: Buildings 14, 15, 16, and 21).

Potential new construction in Area I includes:

a) studio facilities to the west of Building 15
b) studio facilities and a parking structure to the west of Building 21
c) access road with gate to the west of Building 15
d) employee amenities adjacent to or incorporated within Building 15
e) circulation space connecting the studio lot with the office and related areas to the east
f) sound stages in the transition zone
g) production support in the transition zone
h) parking structure (s) in the transition zone
I) landscape and hardscape

These guidelines apply to all new construction and additions to Contributors within Area I and the transition zone where noted:

Mass and Space

I-1 New construction in the transition zone north of Building 15 shall be built to the approximate north boundary of the Historic Circulation Space (i.e., the approximate south edge of the Building 12 site) for at least 60% of the length of the north wall of each new freestanding structure, thereby maintaining the approximate 52 ft. of open space between building walls.

I-2 Height of new construction shall not exceed 68 ft. above mean sea level (AMSL) except where allowed by these guidelines.[11]

I-3 Height of new construction which is west of the west elevation of Building 15 shall remain below a plane which slopes up from a line 6 ft. above the finished floor elevation of Building 15 at the west elevation of Building 15 and passes through a line which is parallel to and 52 ft. west of the west elevation of Building 15 at 68 ft. AMSL, up to a maximum height of 106 ft. AMSL.

I-4 Height of new construction in the transition zone north of Building 15 shall remain below a plane which slopes up from 6 ft. Above the finished floor elevation of Building 15 at the south edge of the east-west Historic Circulation Space and passes through a line which is above the north edge of the Historic east-west Circulation Space at 68 ft. AMSL, up to a maximum height of 106 ft. AMSL.

Fenestration

I-3 Window forms should be simple rectangles recalling in their proportions the patterns of the existing windows in Building 15 or the horizontal band windows in Buildings 5 or 12.

[11]Visual reference: 68 ft. AMSL is the approximate height of the eaves of Building 15. 91 ft. AMSL is the approximate height of the ridge lines of Building 15.

Area II Guidelines

Area II includes that portion of the District and transition zone north of Bluff Creek Drive and east of Centinela Avenue. Area II contains the greatest diversity of buildings and spaces within the District, ranging from the residential scale and character of Buildings 2 and 3, to the enormous scale and machine-like character of Buildings 5 and 6. This Area also includes some landscaped areas , such as the sycamore grove to the west of Building 1. There are three Contributors within this Area. Building 1, at the easterly end of the site, and Building 2 adjacent to it to the west are both two-story structures. Building 3, while containing only one story, is approximately the same height as Building 2 and has much the same residential vernacular character. Building 15 is located immediately to the west of the area, it looms above its surrounding uses as a prominent visual landmark.

Building 2 has been relocated within Area II. The structure was essentially rotated 90 degrees about its southeast corner, such that its original east elevation now faces north along the former north building line of Building 6, reinforcing the major east-west circulation space at the north District boundary.

Buildings 5 and 6 occupied very large footprints defining strong and distinct edges to the circulation spaces. Their two-story height places them as "background" buildings to the surrounding structures and spaces. From 1941 to 1953, the period of greatest historical significance for the site, these buildings were several attached smaller buildings which were eventually enclosed and consolidated into a single footprint and envelope. In 1953, for example, the north and west facades of Building 6 resembled their existing form, but the east and south elevations were still comprised of the multiple forms of the smaller buildings that had been connected to form the current assemblage. Thus, the historic character of this area in part is a modulation of long continuous elevations and articulation of smaller volumes.

There are two primary issues in connection with proposed development in the Area II transition zone. One is the need to modulate between the relatively large scale buildings within the District boundary and the smaller buildings proposed immediately north of the District boundary. The scale, materials, and character of the new buildings should be appropriate to Buildings 1, 2, and 3. The second issue is the retention and reinforcement of the circulation space and building walls at the major east-west circulation space which formerly separated Buildings 5 and 6, and connects Building 1 on the east with the north facades of Buildings 14 and 15 to the West in Area II.

Potential new construction within the District and transition zone in Area II includes:

a) office and studio-related facilities for production and post-production
b) parking structures above grade
c) access road with gate from Bluff Creek Drive
d) landscape and hardscape

These guidelines apply to all new construction and additions to Contributors within Area II and the transition zone where noted:

Mass and Space

II-1 New construction and open space in the District and transition zone on the east side of Building 1 shall be compatible with the character of Building 1 and its historic setting. The east elevation of Building 1 is characterized by a long flat elevation which was the front elevation viewed by visitors to the site, a main pedestrian entrance marked by a canopy, and a driveway on a perpendicular axis which terminates at the Building 1 entrance.

II-2 New construction within the footprint of the Building 6 site shall be built to the approximate south boundary of the Historic Circulation Space (i.e., the approximate north edge of the Building 6 site) for at least 60% of the length of the north wall of each new freestanding structure, thereby maintaining the approximate 52 ft. of open space between building walls.

II-3 New construction within the footprint of the Building 6 site shall be built to the approximate east boundary of the Historic Circulation Space (i.e., the approximate west edge of the Building 6 site) for at least 60% of the length of the north wall of each new freestanding structure, thereby maintaining the approximate 175 ft. of open space between building walls.

II-4 New construction in the transition zone within the footprint of the Building 5 site shall be built to the approximate north boundary of the Historic Circulation Space (i.e., the approximate south edge of the Building 5 site) for at least 60% of the length of the south wall of each new freestanding structure, thereby maintaining the approximate 52 ft. of open space between building walls.

II-5 Height of new construction east of the east face of Building 1 both within Area II and the contiguous transition zone shall remain below a plane which slopes up at an angle of 45 degrees from a line 50 ft. east of and parallel to the east facade of Building 1 at the first floor slab elevation of Building 1.

II-6 Height of new construction in the transition zone north of the Building 6 site shall remain below a plane which slopes up from 6 ft. above the finished floor elevation of Building 15, at the south edge of the east-west Historic Circulation Space and passes through a line which is above the north edge of the Historic east-west Circulation Space at 68 ft. above mean sea level (AMSL), up to a maximum height of 106 ft. AMSL.[12]

[12]Visual reference: 68 ft. AMSL is the approximate height of the eaves of Building 15. 91 ft. AMSL is the approximate height of the ridge lines of Building 15.

Area III Guidelines

Area III includes that portion of the District and transition zone south of Bluff Creek Drive. No new building construction is proposed in this area. This area of the District has smaller Contributors which were service and warehouse uses and includes a new Riparian Corridor on the south edge. No new building construction is allowed in this area. Contributors in this area are Buildings 10, 11, 17 and 18. New may be primarily support, recreation, community and natural conservation except for storage and production in Building 17.

Area III comprises three sub-areas (refer to Figure E):

IIIa: The Riparian Corridor, which is, approximately, south of Bluff Creek Drive, and north of the base of the Westchester Bluffs along the south edge of Area III.

IIIb: Open areas east and west of Buildings 10, 11, 17 and 18.

IIIc: The areas adjacent to and including Buildings 10, 11, 17 and 18.

These guidelines apply to Area IIIa:

IIIa-1 Refer to Corps of Engineers (Corps) Permit, Number 90-426-EV and all related regulations for the Riparian Corridor.

These guidelines apply to Area IIIb:

IIIb-1 New landscape features should be used to reinforce the edge of the Riparian Corridor and define edges of new pathways.

IIIb-2 Paving for pathways shall be simple materials such as asphaltic concrete or decomposed granite.

IIIb-3 Plant materials shall be comprised of native species compatible (i.e. non-invasive) with the "mixed riparian" species used in the Riparian Corridor. While plants may be native, maintenance--pruning, mowing, fertilization, irrigation--is permitted.

IIIb-4 Amenities and outdoor furniture may include signage, benches, trash receptacles, lighting, and fences. These should be simple in form and fabricated in metal, wood or concrete. On the south side of the buildings, lights should have shields or cutoffs to minimize light on the adjacent habitat areas. Plants should be placed directly in the ground and not in surface planters.

These guidelines apply to Area IIIc:

IIIc-1 New landscape features should be used to reinforce the edge of the Riparian corridor and buffer parking and service areas from the Riparian Corridor.

IIIc-2: Paving materials and other built landscape materials may be modest and utilitarian, including concrete, concrete masonry, asphalt concrete, or other similar common industrial materials.

IIIc-3: Plant materials shall be comprised of native species compatible (i.e. non-invasive) with the "mixed riparian" species used on the north edge of the Riparian Corridor. While plants may be native, maintenance--pruning, mowing, fertilization, irrigation--is permitted.

IIIc-4: Amenities and street furniture may include signage, benches, and trash receptacles. These should be simple in form and fabricated in metal, wood or concrete.